

49. The foregoing table shows that while the total revenue realized from this class of Minor Works has slightly increased, there has been an appreciable decrease in expenditure, the decrease being contributed by all funds.

Under Imperial the outlay in 1892-93 was large owing to the construction of famine relief works in Upper Burma.

Under Provincial the decrease in 1893-94 is chiefly due to a change introduced in Madras under which expenditure on Minor Irrigation Works (Revenue Department), which has hitherto been adjusted finally in the accounts of the Public Works Department, is dealt with by the Civil Department with effect from 1st April 1893. The decrease in the Punjab is due to the completion of works on the Nowshera and Michni Canals.

Under Local the decrease occurred chiefly in Upper Burma and Madras. In Upper Burma it is due to smaller grants being made available for expenditure in 1893-94. In Madras it is due to outlay on the Thoortha and Ramasauger Channels, hitherto met from "Cess funds," having been carried out from Provincial grants.

50. Under this head appear at present the irrigation works in Upper Burma. Orders have been issued by the Government of India for the preparation of Capital and Revenue Accounts of all important works. Only one project estimate for the Kyauksi Tank has been sanctioned by the Government of India, in Public Works Department letter No. 411, dated 11th February 1895.

CALCUTTA;
The 25th March 1895. }

R. G. MACDONALD,
Accountant General, P. W. Dept.

Documents accompanying :

Abstract Account of Revenue and Expenditure
on Irrigation Works during 1893-94.

No. 11 I., dated 25th March 1895.

Submitted to the Government of India, Public Works Department.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JULY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

[illegible]

[illegible]

(a) Not stated.

; Not procurable.

† Not sold.

• Kalai.

RETAIL PRICES FOR THE 1st HALF OF JULY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 30 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEAT SORT.		RICE, COMMON.		JAWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAIRA OR CUMBU (<i>Pennisetia spicata</i>).		MARUA OR RAGI (<i>Echinochloa crus-galli</i>).		KANGNI OR KAHUN, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHHOLA, KADALAY OR SURAGA (<i>Cicer arvensis</i>).		MAIZE (<i>Zea Mays</i>).		ARRAR, or THUR, CADIAN PEA (<i>Cajanus indicus</i>).		PIREWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Bengal—continued.																										
Bihar, south—																										
Monghyr.	15 0	16 0	22 0	24 0	10 0	10 0	14 0	14 0	11 0	11 0	13 0	13 0	13 0	13 0	13 0	13 0	20 0	16 0	16 0	16 0	17 0	140 0	10 0	10 0	10 0	10 0
Gaya.	17 0	17 0	23 0	25 0	11 0	10 0	15 0	15 0	12 0	12 0	14 0	14 0	14 0	14 0	14 0	14 0	21 0	18 0	18 0	18 0	18 0	150 0	10 0	10 0	10 0	10 0
Patna.	15 0	15 0	23 0	24 0	12 0	12 0	17 0	17 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	20 0	24 0	22 0	22 0	130 0	11 0	11 0	11 0	11 0	11 0
Shahabad.	18 0	17 0	20 0	20 0	8 0	8 0	16 0	17 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	19 0	20 0	20 0	20 0	120 0	11 0	11 0	11 0	11 0	11 0
Bihar, north—																										
Purnea.	16 0	16 0	22 0	23 0	14 0	15 0	18 0	19 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	20 0	20 0	20 0	320 0	10 0	10 0	10 0	10 0	10 0
Bhagalpur.	16 0	16 0	22 0	25 0	10 0	10 0	15 0	16 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	20 0	20 0	20 0	150 0	10 0	10 0	10 0	10 0	10 0
Darbhanga.	16 0	16 0	22 0	25 0	10 0	10 0	15 0	16 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	20 0	20 0	20 0	150 0	10 0	10 0	10 0	10 0	10 0
Muzaffarpur.	15 0	14 0	22 0	22 0	8 0	8 0	14 0	14 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	18 0	22 0	24 0	24 0	160 0	11 0	11 0	11 0	11 0	11 0
Saran.	14 0	15 0	20 0	20 0	11 0	11 0	16 0	16 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	19 0	20 0	22 0	22 0	120 0	10 0	10 0	10 0	10 0	10 0
Chauvanan.	16 0	17 0	25 0	26 0	7 0	7 0	16 0	16 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	19 0	25 0	25 0	25 0	180 0	10 0	10 0	10 0	10 0	10 0
N.W. Provinces—																										
Kanpur.	13 0	13 0	16 0	16 0	6 0	6 0	13 0	13 0	17 0	17 0	13 0	13 0	13 0	13 0	13 0	13 0	17 0	17 0	17 0	17 0	90 0	9 0	9 0	9 0	9 0	9 0
Mirzapur.	14 0	13 0	17 0	17 0	9 0	9 0	12 0	12 0	15 0	15 0	14 0	14 0	14 0	14 0	14 0	14 0	20 0	18 0	18 0	18 0	160 0	9 0	9 0	9 0	9 0	9 0
Bareilly.	12 0	12 0	17 0	17 0	7 0	7 0	10 0	10 0	13 0	13 0	11 0	11 0	11 0	11 0	11 0	11 0	20 0	18 0	18 0	18 0	160 0	9 0	9 0	9 0	9 0	9 0
Ghaziabad.	14 0	14 0	19 0	19 0	7 0	7 0	10 0	10 0	16 0	16 0	15 0	15 0	15 0	15 0	15 0	15 0	18 0	22 0	24 0	24 0	80 0	10 0	10 0	10 0	10 0	10 0
Aligarh.	12 0	12 0	17 0	17 0	9 0	9 0	13 0	13 0	16 0	16 0	15 0	15 0	15 0	15 0	15 0	15 0	18 0	22 0	24 0	24 0	80 0	10 0	10 0	10 0	10 0	10 0
Central—																										
Banda.	13 0	13 0	21 0	23 0	8 0	8 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	23 0	23 0	23 0	23 0	180 0	10 0	10 0	10 0	10 0	10 0
Fatehpur.	13 0	13 0	18 0	18 0	8 0	8 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	23 0	23 0	23 0	23 0	160 0	10 0	10 0	10 0	10 0	10 0
Hamirpur.	13 0	13 0	18 0	19 0	8 0	8 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	23 0	23 0	23 0	23 0	140 0	10 0	10 0	10 0	10 0	10 0
Jalaun.	15 0	15 0	24 0	24 0	9 0	9 0	10 0	10 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	24 0	24 0	24 0	24 0	200 0	11 0	11 0	11 0	11 0	11 0
Cannore.	15 0	15 0	24 0	24 0	7 0	7 0	12 0	12 0	12 0	12 0	13 0	13 0	13 0	13 0	13 0	13 0	24 0	24 0	24 0	24 0	130 0	11 0	11 0	11 0	11 0	11 0
Etawah.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	20 0	20 0	20 0	20 0	140 0	10 0	10 0	10 0	10 0	10 0
Farukhabad.	15 0	15 0	19 0	19 0	6 0	6 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Bareilly.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11 0	11 0	11 0
Meerut.	16 0	16 0	20 0	22 0	5 0	5 0	11 0	11 0	10 0	10 0	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	120 0	11 0	11 0	11		

North- Pattalgari Nain Tal Amla Bhains Muzaffargarh Nasir Saharanpur Delhi Gurgaon	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 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0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 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0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0	13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0 13 0
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¶ Nine pices per bundle.

§ Husked.

† One unit per bundle.

Not sold.

* Sold in bundles.

RETAIL PRICES FOR THE 1st HALF OF JULY 1895—continued.

QUANTITIES PER MURREE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).		KARUA OR MAH (Eleusine indica).		KANORI OR KAKRI, ITALIAN MILLET (Sorghum italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arisatum).		MAIZE (Zea Mays).		ARHAR, OF THUL, CADIAN PEA (Cajanus indicus).		PINEWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Punjab—																										
<i>Southern—</i>																										
Ferozepore	18	19	29	32	...	...	12	12	21	23	20	21	...	...	16	16	29	32	...	...	...	...	100	100	10	10
Montgomery	19	20	34	34	...	...	10	10	21	23	20	21	...	...	16	16	29	32	...	...	...	...	100	100	10	10
Central—																										
Gurgaon	19	20	37	37	...	...	9	9	18	18	21	21	...	...	11	11	26	27	...	...	...	...	100	100	10	10
Delhi	19	20	35	35	...	...	12	12	20	20	19	19	...	...	12	12	25	26	...	...	...	...	100	100	10	10
Rohtak	17	18	36	36	...	...	12	12	20	20	19	19	...	...	12	12	25	26	...	...	...	...	100	100	10	10
Karnal	18	19	36	36	...	...	12	12	20	20	19	19	...	...	12	12	25	26	...	...	...	...	100	100	10	10
Lahore	20	20	34	33	...	...	12	11	22	18	19	19	...	...	19	17	23	23	...	...	...	...	100	100	10	10
Sub-montane—																										
Ambala	21	21	20	20	...	...	13	11	22	20	20	20	...	...	17	17	26	27	...	...	...	...	120	120	12	12
Ludhiana	20	21	20	20	...	...	13	13	20	20	20	20	...	...	17	17	26	27	...	...	...	...	120	120	12	12
Jullundur	21	23	30	30	...	...	10	10	24	23	16	16	...	...	16	16	24	24	...	...	...	...	100	100	13	13
Muzaffarpur	20	21	27	28	...	...	10	10	24	23	16	16	...	...	16	16	24	24	...	...	...	...	100	100	13	13
Gurdaspur	22	22	32	32	...	...	14	14	24	23	20	20	...	...	12	12	20	20	...	...	...	...	120	120	12	12
Amritsar	20	20	34	31	...	...	11	10	24	19	22	20	...	...	15	13	28	29	...	...	...	...	100	100	12	12
Hills—																										
Simla	12	12	16	15	...	...	7	7	14	14	10	8	...	...	8	8	15	15	...	...	...	...	80	80	8	8
Kangra	16	16	25	24	...	...	12	14	16	16	14	14	...	...	6	6	17	16	...	...	...	...	120	120	10	10
North-western—																										
Sialkot	19	19	30	30	...	...	13	13	18	17	20	20	...	...	20	20	24	24	...	...	...	...	130	130	13	13
Gujranwala	20	23	35	35	...	...	13	14	16	16	16	16	...	...	20	20	24	24	...	...	...	...	110	110	13	13
Guzrat	23	23	33	34	...	...	14	14	21	21	20	20	...	...	18	18	25	25	...	...	...	...	120	120	14	14
Jhelum	22	23	29	29	...	...	8	8	24	20	20	20	...	...	18	18	25	25	...	...	...	...	120	120	14	14
Rawalpindi	22	21	28	29	...	...	13	13	24	21	23	23	...	...	20	19	25	25	...	...	...	...	120	120	13	13
Hassia	21	22	33	31	...	...	10	10	22	21	23	23	...	...	20	19	25	25	...	...	...	...	120	120	11	11
Peshawar	10	19	30	31	...	...	13	13	22	21	23	23	...	...	20	19	25	25	...	...	...	...	120	120	11	11
Kohat	22	22	36	36	...	...	13	13	22	21	23	23	...	...	20	19	25	25	...	...	...	...	120	120	11	11
Western—																										
Shabur	24	23	32	32	...	...	10	10	25	23	22	22	...	...	22	20	28	27	...	...	...	...	160	160	12	12
Jhang	19	20	33	33	...	...	10	10	16	16	20	20	...	...	14	14	22	22	...	...	...	...	100	100	11	11
Multan	17	17	22	22	...	...	16	16	23	23	20	20	...	...	19	19	24	24	...	...	...	...	100	100	12	12
Banna	30	30	52	52	...	...	14	14	40	38	33	33	...	...	9	9	31	31	...	...	...	...	90	90	35	35
D. I. Khan	23	23	29	29	...	...	8	8	33	33	29	29	...	...	4	4	27	27	...	...	...	...	110	110	27	27
Muzaffargarh	20	19	26	26	...	...	8	8	31	31	26	26	...	...	18	18	22	22	...	...	...	...	140	140	11	11
D. G. Khan	18	18	23	23	...	...	8	8	31	31	26	26	...	...	18	18	22	22	...	...	...	...	140	140	11	11
Sind and Baluchistan—																										
Karachi	14	14	...	...	8	8	10	10	20	20	16	16	...	...	...	...	18	18	...	...	...	...	80	80	14	14
Hyderabad	14	14	...	...	8	8	10	10	18	19	16	16	...	...	...	...	17	17	...	...	...	...	116	116	12	12
Nasirabad (Uman Kot)	12	12	...	...	11	11	13	13	12	12	14	14	...	...	...	...	16	16	...	...	...	...	213	213	12	12
Sukkur (Shikarpur)	16	16	...	...	10	10	13	13	20	20	21	21	...	...	...	...	22	22	...	...	...	...	143	143	11	11
Upper Sind Frontier	16	16	...	...	10	10	13	13	20	20	21	21	...	...	...	...	22	22	...	...	...	...	143	143	11	11
Quetta	17	17	...	...	10	10	13	13	20	20	21	21	...	...	...	...	22	22	...	...	...	...	143	143	11	11

RETAIL PRICES FOR THE 1st HALF OF JULY 1895—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).		MARUA OR RAGI (Eleusine indica).		KANGNI OR KAKUN, MILLET (Setaria indica).		GRAM, CHENNA, CHOLA, KADALAY OR KANAGA (Cicer arvense).		MAIZE (Zea Mays).		ARHAR, OR THOR, CADIAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Madras—																										
Bellary Coast—																										
Malabar	12 8	13 8	12 0	13 0	8 0	9 0	9 8	10 8	11 8	12 8	13 8	14 8	15 8	16 8	17 8	18 8	19 8	20 8	21 8	22 8	23 8	24 8	25 8	26 8	27 8	28 8
S. Canara	13 8	14 8	13 0	14 0	9 0	10 0	11 0	12 0	13 0	14 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0
South, central—																										
Coimbatore	13 0	14 0	12 0	13 0	9 0	10 0	11 0	12 0	13 0	14 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0
Nilgiris	14 0	15 0	13 0	14 0	10 0	11 0	12 0	13 0	14 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0
Salem	15 0	16 0	14 0	15 0	11 0	12 0	13 0	14 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0
Central—																										
Bellary	16 0	17 0	15 0	16 0	12 0	13 0	14 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0
Anantpur	17 0	18 0	16 0	17 0	13 0	14 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0
Cuddapah	18 0	19 0	17 0	18 0	14 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0
Kurnool	19 0	20 0	18 0	19 0	15 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0
East Coast, north—																										
Ganjam	20 0	21 0	19 0	20 0	16 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0
Vizagapatnam	21 0	22 0	20 0	21 0	17 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0
Godavari	22 0	23 0	21 0	22 0	18 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0
East Coast, central—																										
Kistna	23 0	24 0	22 0	23 0	19 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0
Nellore	24 0	25 0	23 0	24 0	20 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0
East Coast, south—																										
Madras	25 0	26 0	24 0	25 0	21 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0
Chingleput	26 0	27 0	25 0	26 0	22 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0
N. Arcot	27 0	28 0	26 0	27 0	23 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0
S. Arcot	28 0	29 0	27 0	28 0	24 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0
Tanjore	29 0	30 0	28 0	29 0	25 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0
Trichinopoly	30 0	31 0	29 0	30 0	26 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0
Southern—																										
Tinnevely	31 0	32 0	30 0	31 0	27 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0
Madurai	32 0	33 0	31 0	32 0	28 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0
Mysore—																										
Mysore	33 0	34 0	32 0	33 0	29 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0
Bangalore	34 0	35 0	33 0	34 0	30 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0
Kolar	35 0	36 0	34 0	35 0	31 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0
Tumkur	36 0	37 0	35 0	36 0	32 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0	53 0
Hassan	37 0	38 0	36 0	37 0	33 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0	53 0	54 0
Kodur	38 0	39 0	37 0	38 0	34 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0	53 0	54 0	55 0
Shimoga	39 0	40 0	38 0	39 0	35 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0	53 0	54 0	55 0	56 0
Chitala	40 0	41 0	39 0	40 0	36 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0	53 0	54 0	55 0	56 0	57 0
Coorg—																										
Coorg	41 0	42 0	40 0	41 0	37 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0	53 0	54 0	55 0	56 0	57 0	58 0
Aden	42 0	43 0	41 0	42 0	38 0	39 0	40 0	41 0	42 0	43 0	44 0	45 0	46 0	47 0	48 0	49 0	50 0	51 0	52 0	53 0	54 0	55 0	56 0	57 0	58 0	59 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT

J. F. FINLAY,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, August 10th, 1895.

Fairly normal monsoon conditions have prevailed over the greater part of the Indian region during the week under review. Pressure was steadily highest in the extreme south and relatively high along the foot of the hills, while it was on most days lowest over North-Western India and relatively low over the Gangetic plain. Accompanying this normal distribution of pressure were the usual monsoon winds and more or less general moderate rainfall. Between the 6th and the close of the week there was superimposed on the above distribution a cyclonic system of considerable intensity. The storm first appeared over the north-west of the Bay on the 6th. It subsequently travelled quickly west-north-westward right across India, and reached the Indus Valley on the 10th. It gave heavy rain to Orissa, moderately heavy rain to the Central Provinces, and very heavy rain to Gujarat, and it also occasioned a considerable increase in the force of the wind along the west coasts of India. The mean temperature of the whole country was very nearly normal during the week.

Daily Summary.—*Sunday, 4th August.*—Pressure had changed very little during the preceding twenty-four hours, and the distribution was fairly normal. Readings were high in the extreme south, low over the western desert, and relatively low over the Gangetic plain. The winds were of the normal monsoon character, and the rainfall was fairly general. It was moderately heavy on and at the foot of the hills, as well as at a few places in Burma, the Central Provinces, and Rajputana. The mean temperature was in defect of the normal over North-Western India and Madras, and in excess over Central India and Gujarat; nearly normal elsewhere.

Monday.—Pressure had decreased everywhere—most over Bengal and the head of the Bay. The general distribution was little changed on the whole, but pressure was becoming abnormally low over the northern half of the Bay. Calms and variable breezes had appeared over the Gangetic plain, but elsewhere the normal monsoon breezes continued. Showery weather had prevailed throughout nearly the whole country, the exceptions being the Western Punjab, Sind, Kathiawar, the Bombay Deccan, and Lower Bengal. The mean temperature was in considerable defect over the Punjab, in moderate defect over Madras, and in slight defect over the North-Western Provinces.

Tuesday.—Pressure had decreased briskly over a large part of the country, and a depression had developed over the north-west of the Bay and the adjoining coasts. Pressure was largely below the normal average within the depression area. Calms and variable breezes continued to be reported from the Gangetic plain, and northerly winds from several Punjab stations, but elsewhere the directions were nearly normal. The monsoon was blowing strongly over the Arabian Sea. The mean temperature was below the normal average over Burma, the Gangetic plain, and the Punjab, and above elsewhere. The rainfall had been light or altogether wanting over a large part of North-Western India, over the Deccan, over South Madras, and over Lower Bengal.

Wednesday.—The barometer had fallen briskly across the head of the Peninsula, and the cyclonic storm over the north-west of the Bay had developed considerably, and become an important disturbance. The winds were cyclonic within the depression area, and were fairly normal in direction elsewhere. The force was strong both over the Bay and over the Arabian Sea. The mean temperature was in large defect over the east and centre of the Peninsula and in the Punjab. There had been no rain over Sind, Rajputana, and South Madras. The fall generally had increased, and was heavy over Orissa, the Central Provinces, North-Western India, and the West Coast.

Thursday.—The cyclonic storm had advanced quickly west-north-westward, and was central between Sutna and Jubbulpore. Pressure was in very large defect, as compared with the normal, over the central parts of the country. The winds were cyclonic around the storm area, and fairly normal elsewhere.

The distribution of temperature was the same as on the preceding day; there was a large defect over the east of the Peninsula and the Punjab, and considerable excess over Sind.

Friday.—The cyclonic storm had continued to advance quickly, and the centre at 8. A.M. lay close to Deesa. Pressure was increasing, except within the depression area. The winds were unchanged, except that the cyclonic circulation had travelled westward. The distribution of temperature with respect to the average was also unaltered. Rain had fallen more or less generally, and over Western India the amounts were large. The heaviest fall was 9 inches at Ahmedabad.

Saturday.—The cyclonic storm had moved slowly as far as the western frontier, and there it was apparently curving round towards north. Pressure had consequently increased rapidly over the central parts of the country, the Peninsula, and North Bombay, while, on the contrary, it had fallen in the Punjab. A fresh depression was advancing westward across Burma. The winds were not much changed. The mean temperature was in slight to large defect over North-Western India, and generally in slight excess elsewhere. The distribution of rain was generally irregular, and in Madras practically none had fallen. In the neighbourhood of the depression the fall had been heavy. Kurrachee reported about $2\frac{1}{2}$ inches.

Temperature.—Though there have been considerable local variations in temperature, the general temperature of the whole of India has again been very nearly normal throughout the week. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	AUGUST 1895.							Mean variation of week.
	4th	5th	6th	7th	8th	9th	10th	
	°	°	°	°	°	°	°	°
Burma	+0.7	+0.4	-1.4	-1.3	+0.2	+1.1	+1.0	+0.1
Bengal and Assam	-0.1	+0.2	+0.3	-0.6	-1.0	-1.2	+1.2	-0.2
North-Western Provinces and Oudh	-0.7	-1.1	-1.6	-1.5	-1.8	-1.1	+0.2	-1.1
Punjab	-2.1	-4.7	-2.3	-2.5	-3.1	-4.0	-1.5	-2.9
Bombay	+0.1	0	+0.2	-0.5	-1.1	-1.7	-0.4	-0.5
Central Provinces and Berar	+0.5	+0.4	+0.3	-1.6	-1.7	-1.9	+0.9	-0.4
Central India and Gujarat	+1.1	+1.1	+0.7	+0.2	+0.1	-1.2	-0.2	+0.3
Sind and Rajputana	-1.9	+0.3	-1.3	+2.2	+2.3	+0.9	-2.5	0
Madras	-2.1	-2.1	-1.0	-2.1	-2.1	-1.0	+0.8	-1.4
Mean for whole of India	-0.5	-0.6	-0.7	-0.9	-0.9	-1.1	-0.1	-0.7

The above shows that on each day there was a trifling deficiency of temperature, the mean for the whole of India for the whole week being -0.7° . The provincial variations show that the heat in the Punjab, the North-Western Provinces, and Madras was less than usual during the present week, but that elsewhere the departures from the normal were unimportant. In Sind the day temperatures continued high until the close of the week, when, with the extension of rainfall into the Indus Valley, temperature fell briskly. The following were the highest maxima reported on each day with the station recording the reading:

On August 4th the highest maximum reported was	106.4°	at Jacobabad.
" 5th	108.4°	" "
" 6th	103.4°	" "
" 7th	106.9°	" "
" 8th	106.9°	" "
" 9th	109.8°	" "
" 10th	102.5°	" "

Rainfall.—During the first two days of the week under review pressure and wind conditions over the Indian region were of the normal monsoon type.

They were accompanied by very general rainfall, which, though on the whole moderate in amount, was heavy on and near the Himalayas. On the 3rd day of the week a cyclonic system was superimposed on these ordinary monsoon conditions, and the rainfall became heavier over a large part of the country. The storm travelled on a west by north course from the Orissa Coast to Sind. The movement was rapid, and the storm occasioned a considerable increase in the barometric gradients on its southern quadrants. This was accompanied by a rise in the force of the wind over Western India, and these winds brought up heavy rain to the west coast districts and to the Central Provinces. When the storm reached North Bombay, which it did by the 9th, the rate of movement slackened, and the disturbance hung over the western desert districts during the 9th and 10th, and gave heavy rain to the whole of that region. On the latter date the rainfall ceased very largely over the west of the Peninsula and almost wholly over the eastern half of India. Over Burma the rainfall was in part due to the action of the disturbance described above, and in part to a second disturbance which crossed that province at the close of the week. The table at the close of the summary shows the rainfall data. Rain was received during the week in every one of the rainfall divisions, the average actual fall ranging from 14.28 inches in the Konkan to only 0.07 inch in Madras (South). After the Konkan the heaviest amounts of rain were 9.91 inches in Arakan, 8.25 inches in Coorg, and 7.17 inches in Tenasserim. In ordinary years the rainfall ranges from 9.78 inches in Tenasserim to 0.29 inch in Sind. The above comparison between the actual average and normal average of the week shows that the distribution of rainfall has been irregular; that the areas of heaviest and lightest rainfall have been, respectively, in the west and east of the Peninsula instead of as in normal years in the extreme south-east and extreme north-west of the Indian region. The third column of the table exhibits the difference of the actual from the normal rainfall for the week. From this it will be seen that the rainfall was in excess of the normal in twenty-seven and in defect in twenty-four of the rainfall divisions, the numbers last week being thirty in excess, twenty in defect, and one exactly normal. Consequently the area of defective rainfall has been somewhat greater in the present than in the last week. The region of deficient rainfall included, roughly, Burma, Assam, Bengal, the Gangetic plain, and the central and coast districts of Madras, while the region of excessive rain included, roughly, the Indus Valley, the west of the Peninsula, and the central parts of India. The most marked cases of excess were 8.36 inches in the Konkan, 2.98 inches in Gujarat, 2.37 inches in Coorg, and 2.32 inches in the central division of the Central Provinces, while the most marked cases of deficiency were 3.02 inches in Assam (Surma) and 2.6 inches in Tenasserim. The rainfall was, relatively to the average, very heavy over part of North-Western India: thus, in the Punjab (West) the actual rainfall was three times; in the Bombay Deccan more than twice; in Khandesh more than twice; in Gujarat more than twice; in Kathiawar more than twice; and in Sind nearly six times the normal average.

The returns of the sudder stations show that rain occurred almost daily in most parts of India, but in Upper Burma, part of North-Western India, and in Madras the rainfall occurred irregularly throughout the week.

The three concluding columns of the table show that the rainfall from June 2nd to date has been approximately normal over the greater part of the country. In Burma, except Arakan, in Assam, in North Bengal, Chota Nagpur, Bihar, the whole of the North-Western Provinces and of the Punjab, the whole of the west of the Peninsula, most of the central divisions, and in most parts of Madras the departures from the normal are less than 20 per cent., and practically the only cases of considerable deficiency are—Arakan, East Bengal, Deltaic Bengal, Central Bengal, Sind, the east of Rajputana, Central India (West), the East Coast (South), and Madras (South).

The following are the more important total falls recorded during the week under review: Akyab 14.43 inches, Noakhali 14.03 inches, Cherrapunji 12.61 inches, Kurseong 11.48 inches, Mohamdi (Lakhimpur) 6.33 inches, Azamgarh 8.98 inches, Chakwal (Jhelum) 6.31 inches, Kangra 9.83 inches, Karkal (South Kanara) 13.63 inches, Nagar (Shimoga) 19.40 inches, Karjat (Colaba) 22.41 inches, Bowda (Kolhapur) 14.02 inches, Balaghat 12.34 inches, Bulsar (Surat) 12.11 inches, Ahmedabad 10.18 inches, Sujawal (Kurrachee) 2.73 inches, Purushottapur (Ganjam) 7.37 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING AUGUST 10TH, 1895.			RAINFALL DATA FROM JUNE 2ND TO AUGUST 10TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to August 10th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	7'17	9'78	— 2'61	86'01	100'21	— 14
	Lower Burma	4'16	5'23	— 1'07	46'14	48'99	— 6
	Central Burma	3'47	3'43	+ 0'04	24'76	27'29	— 9
	Upper Burma	0'86	?	?	12'21	?	?
	Arakan	9'91	9'04	+ 0'87	79'49	112'49	— 29
BENGAL AND ASSAM	East Bengal	3'05	4'76	— 1'71	29'40	45'46	— 35
	Assam (Surma)	5'50	8'58	— 3'08	70'29	78'57	— 11
	Do. (Brahmaputra)	4'86	3'59	+ 1'27	38'19	35'20	+ 9
	Deltaic Bengal	1'90	3'07	— 1'17	17'56	27'03	— 35
	Central Bengal	1'39	2'81	— 1'42	19'22	26'50	— 27
	North Bengal	3'62	5'34	— 1'72	51'00	52'54	— 1
	Orissa	4'15	2'63	+ 1'52	35'83	25'67	+ 39
	Chota Nagpur	2'50	3'42	— 0'86	25'70	26'91	— 4
	Bihar (South)	2'19	2'80	— 0'61	19'33	22'16	— 13
	Do. (North)	2'85	3'15	— 0'30	25'97	25'13	+ 3
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	1'74	2'52	— 0'78	19'78	20'19	— 10
	Do. (Submontane) (a)	2'71	2'81	— 0'10	21'53	21'98	— 2
	Oudh (South)	2'33	2'79	— 0'46	20'57	19'24	+ 7
	Do. (North)	2'31	3'01	— 0'70	21'38	20'90	+ 2
	North-Western Provinces (Central).	2'04	2'29	+ 0'05	20'90	18'19	+ 15
	North-Western Provinces (West).	2'78	1'88	+ 0'90	16'80	15'05	+ 12
	North-Western Provinces (Submontane) (b).	2'99	3'33	— 0'34	25'67	24'26	+ 6
PUNJAB	Punjab (South)	1'80	0'95	+ 0'85	6'99	7'15	— 2
	Do. (Central)	1'32	1'40	— 0'08	10'63	11'38	— 7
	Do. (Submontane)	1'37	1'92	— 0'55	11'44	14'09	— 19
	Do. (Hill Districts)	4'31	5'39	— 1'08	39'68	40'39	— 2
	Do. (North-West)	1'77	1'78	— 0'01	9'03	10'05	— 10
	Do. (West)	1'28	0'40	+ 0'88	3'68	3'69	0
	Do. (North-West)	1'28	0'40	+ 0'88	3'68	3'69	0
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	5'88	4'73	+ 1'15	72'95	71'63	+ 2
	Madras (South Central)	1'43	1'20	+ 0'23	12'32	12'68	— 3
	Coorg	8'25	5'88	+ 2'37	60'05	76'63	— 10
	Mysore	1'65	1'36	+ 0'29	11'86	14'07	— 16
	Konkan	14'28	5'92	+ 8'36	79'56	79'32	0
	Bombay Deccan	2'61	1'04	+ 1'57	16'70	14'23	+ 18
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	1'21	0'66	+ 0'55	12'77	10'68	+ 20
CENTRAL PROVINCES AND BERAR.	Berar	2'01	1'62	+ 0'39	16'29	19'97	— 18
	Central Provinces (West)	1'96	1'87	+ 0'09	23'51	22'80	+ 3
	Ditto (Central)	5'52	3'20	+ 2'32	32'15	31'74	+ 1
	Ditto (East)	5'12	3'54	+ 1'58	36'06	29'63	+ 22
BOMBAY (NORTH)	Gujarat	5'10	2'12	+ 2'98	24'37	28'25	— 14
	Kathiawar	2'06	0'98	+ 1'08	12'11	13'29	— 9
	Sind	1'65	0'29	+ 1'36	2'36	3'38	— 30
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	3'74	2'24	+ 1'50	21'90	23'01	— 5
	Rajputana (East), Central	2'49	1'69	+ 0'80	12'85	16'04	— 30
	India (West).	0'52	0'74	— 0'22	7'33	8'03	— 9
	Rajputana (West)	0'52	0'74	— 0'22	7'33	8'03	— 9
MADRAS	East Coast (North)	2'69	1'37	+ 1'32	19'47	12'89	+ 51
	Ditto (ditto) (a)	4'10	4'27	— 0'17	30'47	31'36	— 3
	Hyderabad (South)	2'03	1'36	+ 0'67	16'71	11'02	— 3
	Madras (Central)	0'49	1'19	— 0'70	6'11	7'43	— 18
	East Coast (Central)	0'98	0'91	+ 0'07	9'66	7'80	+ 24
	Ditto (South)	0'84	1'18	— 0'34	5'19	6'92	— 25
	Madras (South)	0'07	0'36	— 0'29	1'18	2'70	— 57

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

SIMLA, 15th August 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 10th August.*—Rainfall heavy in the northern portion of the Circars, on the West Coast, and Nilgiris; fair rain elsewhere, except in parts of the Central and Southern districts where light and scattered showers have fallen. Irrigation supplies are inadequate in parts of the Central and Southern districts. Agricultural operations are retarded by want of rain in parts of the Deccan, Central, and Southern districts, where also the standing crops are withering in parts. The crops on the whole are in fair condition, but more rain is wanted in many places. Pasture is improving, and fodder is available generally. The condition of cattle is generally good. Prices are practically stationary.

Bombay.—*For week ending 14th August.*—Good rain in Sind, Gujarat, Kathiawar, and the Konkan; generally moderate rain in the Deccan and Karnatic, where more rain is wanted. The river in Sind is rising, and the canal supply and crop prospects have improved. Cotton has been damaged by excessive rain in one taluka of Ahmedabad. Sowing of the early crops is progressing in nine, and transplantation in five, districts. Preparations for the late crops continue in seven districts. Fodder is sufficient and agricultural stock is in good condition, except in one taluka of Broach. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 12th August.*—Rainfall general during the week, but, except in Orissa, it was usually light, and below the average of the season in most of the districts. The transplantation of winter rice is still retarded for want of sufficient rain over a considerable part of the Burdwan and Presidency divisions, and more rain would also be beneficial for transplanting purposes in some other districts. The early rice and jute crops are being reaped, and the normal outturn is expected to be fair. The prospects of the autumn crops in Bihar are generally satisfactory. In Champaran some damage to these crops has been caused by floods. Damage to the crops from floods is also reported from Pubna and Dacca. The price of common rice continues generally steady.

North-Western Provinces and Oudh.—*For week ending 14th August.*—The rainfall has been general during the week, and somewhat heavy in a few districts. The autumn crops are in good condition, and agricultural prospects continue favourable. Transplanting of rice and weeding are going on. Markets are well supplied, and prices are generally stationary.

Punjab.—*For week ending 14th August.*—Rain has fallen in all districts, except Peshawar. Sowings of the autumn crops are still in progress in Lahore. Ploughings for the spring crops have commenced in Multan. The present rain has benefited the crops in most districts, and prospects are said to be favourable. The crops are withering for want of rain in Hissar, where more

rain is wanted, as well as in Umballa and Rawal Pindi. The prospects of crops on land dependent on rain are poor at present in Lahore. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Hissar and parts of Lahore. Prices continue high in Umballa, but low elsewhere. Wheat is selling at 20'23 seers per rupee in Shahpur.

Central Provinces.—*For week ending 14th August.*—The rainfall during the week was abundant in most districts. The weather is generally cloudy, but is clear at intervals. In the north of the Provinces a break appears to have set in during the last few days. Weeding continues. The crops are in good condition, except in parts of Seoni where more rain is wanted for rice transplantation. Prices remain stationary.

Burma.—*For week ending 10th August.*—In Lower Burma agricultural operations have been completed, or are in progress in all districts, and the prospects are favourable everywhere, except in the Paungde sub-division of Prome and in parts of the Tharrawaddy district where rain is badly wanted. In Upper Burma no rain has fallen during the week in Mandalay, Shwebo, Sagaing, Kyaukse, Meiktila, and Myingyan, and only very small amounts in the Lower Chindwin and in Magwe. Prospects in all these districts are more unfavourable than last week as many of the paddy nurseries and the standing crops of *jowar* (*Sorghum vulgare*), maize, and sesamum must have withered. More rain is also wanted in Minbu, Thayetmyo, and Yamethin; elsewhere the crop prospects are fair. The price of paddy has risen considerably in Mandalay; elsewhere prices are stationary.

Assam.—*For week ending 13th August.*—The weather is seasonable. Floods are subsiding. The reaping of the early and transplanting of the late rice continue. The condition of cattle is fair, and fodder is sufficient, except in Kamrup and Nowgong. The water-supply is abundant.

Mysore and Coorg.—*For week ending 14th August.*—**MYSORE:** Good rain in parts of Mysore, Kadur, and Shimoga; slight rain elsewhere. The standing crops and prospects are good. Sowing operations continue in parts. Prices have fallen in Bangalore, Kolar, Hassan, and Chitaldroog.

COORG: Rainfall good. Transplanting of rice is in progress. The *ragi* (*Eleusine coracana*), coffee, and cardamom crops are fair. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 14th August.*—**BERAR:** The weather is getting cool, and the rainfall has been plentiful since the last report. The monsoon crops are in satisfactory condition throughout the Province. Ploughing of fields for the winter crops continues. Sowings have been completed in four districts, and weeding is in progress. Fodder and water-supply are ample. Prices are fluctuating in Wun, but are steady elsewhere.

HYDERABAD: Rainfall good. Sowings for the autumn crops have been completed in two divisions, and the sowing of the irrigated crops is progressing favourably. The water-supply is increasing. Prices continue normal.

Central India.—*For week ending 14th August.*—Rain fell throughout Central India, but more rain is still wanted in the Neemuch district. Agricultural operations have been resumed in Goona, and are in progress in all other Agencies. Cattle are in indifferent condition in four districts of Gwalior, and parts of Bhopal, but their condition is good elsewhere. Pasturage is good and sufficient everywhere, except in one district of Gwalior. Prices of food-grains are rising in two districts of Gwalior, high in Bhopal and Goona, but are normal elsewhere.

Rajputana.—*For week ending 14th August.*—Good rain has fallen almost throughout. Agricultural operations are satisfactory. The standing crops, prospects, and agricultural stock are generally good. Pasturage and fodder are generally sufficient. Prices have risen in one State, but are falling in three others, and are steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 13th August.*—Rainfall slight; more rain is wanted. The prospects of the standing crops are generally good. Prices show a tendency to rise.

JAMMU PROVINCE.—*For week ending 14th August.*—Rainfall moderate. The weather is cloudy. The crops are in good condition. Fodder is sufficient. Prices are normal.

Nepal.—*For week ending 10th August.*—Weather cloudy with little rain. Prospects are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 4TH AUGUST 1894, AND FROM 1ST JULY TO 3RD AUGUST 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	WEEK ENDING 4TH AUGUST 1894.				WEEK ENDING 3RD AUGUST 1895.				Earnings from 1st July to 4th August 1894.	Earnings from 1st July to 3rd August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
<i>Standard gauge—</i>													
East Indian	556	1,683	8,33,169	495	1,710	7,99,100	467	43,25,841	41,91,367	...	1,34,474	...	...
Bengal-Nagpur	109	862	70,246	81	862	59,146	69	3,52,149	3,35,146	...	17,003	...	...
Indian Midland (a)	132	752	92,346	123	752	65,789	87	4,37,480	3,37,635	...	99,845	...	...
Berwada Extension	198	21	3,635	173	21	2,189	104	15,574	14,393	...	1,181	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	236	1,719	2,62,347	153	1,790	2,47,320	138	17,14,227	16,40,700	...	73,527	...	...
Palampur-Deesa	37	17	924	54	17	700	41	2,565	3,770	...	1,205	...	...
South Indian	154	1,042	1,52,367	146	1,042	1,62,339	156	8,01,847	8,32,411	...	30,564	...	...
Mayavaram-Mutpet	82	54	3,501	65	54	4,107	76	20,803	26,510	...	5,767	...	...
Southern Mahratta (c)	90	1,165	1,10,240	95	1,165	1,14,483	98	5,44,439	5,94,155	...	49,716	...	...
Bengal and North-Western (d)	121	756	72,335	96	756	87,540	116	4,68,027	4,21,050	...	46,977	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	11,781	59	200	9,753	49	58,007	53,542	...	4,465	...	...
Assam-Bengal . . . . .	...	...	...	...	128	5,420	42	...	25,731	...	...	...	...
TOTAL	232	8,271	16,12,892	195	8,497	15,57,886	183	87,40,959	84,76,410	...	2,64,549	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (e)	242	2,511	3,67,306	146	2,511	5,73,843	229	28,05,514	32,84,660	4,79,686	...	...	...
Oudh and Rohilkhand (state)	238	797	1,69,226	212	797	1,47,772	185	9,12,693	8,60,322	...	52,371	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	352	813	2,48,565	306	813	2,07,000	255	10,14,821	9,03,890	...	1,10,931	...	...
Bengal Central (f)	127	125	13,138	105	125	14,760	118	66,740	71,360	4,620	...	...	...
East Coast (state)	90	321	21,959	68	397	28,342	71	1,16,856	1,61,937	45,101	...	...	...
<i>Metre gauge—</i>													
Burma (state)	131	730	92,383	127	746	95,067	127	5,85,211	4,60,111	...	1,25,100	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	61	25	1,921	77	25	1,886	75	9,064	8,325	...	739	...	...
Cherra-Companyganj (state provincial)	59	8	319	40	8	344	43	2,022	1,185	...	837	...	...
TOTAL	235	5,330	9,15,317	172	5,422	10,69,014	197	55,12,921	57,51,710	2,38,829	...	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (g)	341	1,490	3,50,705	235	1,490	3,36,470	226	20,37,732	17,75,617	...	2,62,115	...	...
Bombay, Baroda and Central India	510	461	1,13,108	245	461	1,68,000	364	8,31,234	10,31,000	1,99,766	...	...	...
Madras	236	846	2,24,696	267	840	2,12,829	253	10,16,034	10,36,632	20,598	...	...	...
TOTAL	340	2,791	6,88,509	247	2,791	7,17,299	257	38,85,000	38,43,249	...	41,751	...	...
TOTAL (GUARANTEED AND STATE)	251	16,392	32,16,718	196	16,710	33,44,199	200	1,81,38,880	1,80,71,409	...	67,471	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	152	161	19,388	120	161	20,920	130	1,16,611	1,20,340	3,729	...	...	...
Tarakesur	222	22	3,962	180	22	4,736	215	25,005	26,174	1,169	...	...	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	116	67	6,438	66	66	7,178	109	35,707	37,733	1,526	...	...	...
Bengal Doonars	148	36	5,041	140	36	6,060	168	19,148	23,400	4,252	...	...	...
Dibru-Sadiya	130	78	10,353	133	78	11,514	148	50,057	53,757	...	2,300	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	248	51	11,656	229	51	13,414	263	57,453	57,732	279	...	...	...
TOTAL	157	415	56,838	137	414	63,822	154	3,09,981	3,18,636	8,655	...	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	171	333	55,083	165	333	49,212	148	2,73,881	2,41,267	...	32,614	...	...
The Gaekwar's Petlad	89	13	810	62	13	1,210	93	4,494	4,630	136	...	...	...
Rajputana-Bhatinda	257	108	21,653	200	108	17,308	160	1,60,613	1,30,369	29,756	...	...	...
Kolar Gold-fields	241	10	2,985	298	10	3,408	341	14,590	17,101	2,511	...	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (h)	87	362	32,355	89	362	28,453	79	1,48,516	1,66,466	17,950	...	...	...
The Gaekwar's Mehsana	60	93	4,006	43	93	3,970	43	20,051	21,060	1,009	...	...	...
Kolhapur	71	29	1,799	62	29	1,989	69	9,755	8,695	...	1,060	...	...
<i>Special gauge—</i>													
The Gaekwar's Dabhoi	47	72	1,880	26	72	2,370	33	9,832	12,090	2,258	...	...	...
Cooch Behar	40	22	594	27	22	466	21	3,083	2,210	...	873	...	...
TOTAL	126	1,042	1,21,165	116	1,042	1,08,380	104	5,84,515	6,03,888	19,373	...	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	81	334	20,947	63	334	18,985	57	88,902	90,455	1,553	...	...	...
Jetalsar-Rajkot	61	46	2,440	53	46	2,775	60	11,093	11,907	812	...	...	...
Jodhpur-Bikaner	48	364	16,267	45	364	11,650	32	92,406	73,900	...	18,506	...	...
Odeypore-Chitor . . . . .	...	...	...	...	26	(i) 410	16	...	(i) 410	410	...	...	...
<i>Special gauge—</i>													
Morvi	36	94	4,978	53	94	7,061	75	19,965	26,094	6,099	...	...	...
TOTAL	63	838	44,632	53	864	40,881	47	2,12,398	2,02,826	...	9,572	...	...
GRAND TOTAL	234	18,687	34,39,353	184	19,030	35,57,282	187	1,92,45,774	1,91,96,759	...	49,015	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the Wardha Coal, Dhond-Manmad, Khimgaon, and Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(i) Total earnings for the first three days of August 1895.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XVI of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 4TH AUGUST 1894.				WEEK ENDING 3RD AUGUST 1895.				Earnings from 1st April to 4th August 1894.	Earnings from 1st April to 3rd August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Rs. per mile open per week.		Total.	Rs. per mile open per week.						
State lines worked by companies.													
Standard gauge—													
East Indian	599	1,683	8,33,169	495	1,710	7,99,100	467	1,80,76,977	1,88,62,324	7,85,347	...	...
Bengal-Nagpur	152	862	70,246	81	862	59,146	69	22,32,580	23,12,100	79,520	...	...
Indian Midland (a)	144	752	92,346	123	752	65,789	87	20,56,087	15,92,728	...	4,63,359	...	
Benwada Extension	170	21	3,635	173	21	2,189	104	49,588	55,505	5,917	...	...
Metre gauge—													
Rajputana-Malwa (b)	279	1,719	2,62,347	153	1,790	2,47,320	138	92,39,272	89,56,604	...	2,82,668	...	
Pilani-Pur Deesa	44	17	924	54	17	700	41	13,381	15,494	2,113	...	...
South Indian	154	1,042	1,52,357	146	1,042	1,62,339	156	29,27,182	32,17,000	2,89,818	...	...
Mayavaram-Mutpet	75	54	3,502	65	54	4,107	76	(c) 69,354	92,411	23,057	...	...
Southern Mahratta (d)	105	1,165	1,10,240	95	1,105	1,14,483	98	24,79,925	25,59,955	80,030	...	...
Bengal and North-Western (e)	146	756	72,335	96	756	87,540	116	22,04,297	20,74,130	...	1,30,167	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	11,781	59	200	9,753	49	3,07,831	2,78,929	...	28,902	...	
Assam Bengal	...	...	...	...	128	5,420	42	...	(f) 25,731	25,731	...	...
TOTAL	259	8,271	16,12,892	195	8,497	15,57,886	183	3,96,56,474	4,00,42,911	3,86,437	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (g)	252	2,511	3,67,306	146	2,511	5,73,843	229	1,11,36,144	1,36,95,692	25,59,548	...	...
Oudh and Rohilkhand (state)	270	797	1,09,226	212	797	1,47,772	185	38,68,733	37,12,247	...	1,56,486	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,48,565	306	813	2,07,000	255	37,67,291	36,99,829	...	67,462	...	
Bengal Central (h)	130	125	13,138	105	125	14,760	118	2,74,894	2,78,961	4,067	...	...
East Coast (state)	99	321	21,959	68	397	28,342	71	5,31,083	6,97,328	1,66,245	...	...
Metre gauge—													
Burma (state)	164	730	92,883	127	746	95,067	127	21,51,388	21,93,603	42,215	...	...
Special gauges—													
Jorhat (state provincial)	55	25	1,921	77	25	1,886	75	25,697	29,664	3,967	...	...
Cherra-Companyganj (state provincial)	64	8	319	40	8	344	43	8,560	5,674	...	2,886	...	
TOTAL	243	5,330	9,15,317	172	5,422	10,69,014	197	2,17,63,790	2,43,13,298	25,49,508	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	442	1,490	3,50,705	235	1,490	3,56,470	226	1,28,62,000	1,11,48,056	...	17,13,944	...	
Bombay, Baroda and Central India	678	461	1,13,108	245	461	1,68,000	364	61,74,523	72,31,818	10,57,295	...	...
Madras	243	840	2,24,696	267	840	2,12,820	253	36,61,342	39,33,380	2,72,038	...	...
TOTAL	421	2,791	6,88,509	247	2,791	7,17,299	257	2,26,97,865	2,23,14,154	...	3,83,711	...	
TOTAL (GUARANTEED AND STATE)													
	281	16,392	32,16,718	196	16,710	33,44,199	200	8,41,18,129	8,66,70,363	25,52,234	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	165	161	19,388	120	161	20,920	130	4,93,376	5,16,957	23,581	...	...
Tarakeswar	269	22	3,962	180	22	4,716	215	1,17,979	1,14,789	...	3,190	...	
Metre gauge—													
Rohilkund and Kumaon (Company's section)	121	67	6,438	96	66	7,178	109	1,70,928	1,69,919	...	1,009	...	
Bengal Doonars	161	36	5,041	140	36	6,060	168	56,125	70,410	14,285	...	...
Dibru-Sadiya	136	78	10,353	133	78	11,514	148	1,86,324	1,94,807	8,483	...	...
Special gauge—													
Darjeeling-Himalayan	249	51	11,656	229	51	13,414	263	2,32,514	2,93,087	60,573	...	...
TOTAL	164	415	56,838	137	414	63,822	154	12,57,246	13,59,969	1,02,723	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	187	333	55,083	165	333	49,212	148	11,51,082	10,95,127	...	55,955	...	
The Gaekwar's Pethad	105	13	810	62	13	1,210	93	26,816	28,928	2,112	...	...
Rajpura-Bhatinda	271	108	21,653	200	108	17,308	160	4,24,970	4,59,252	34,282	...	...
Kolar Gold-fields	260	10	2,985	298	10	3,408	341	(f) 27,809	53,726	25,917	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (k)	89	362	32,355	89	362	28,453	79	5,85,264	6,22,561	37,297	...	...
The Gaekwar's Mehsana	74	93	4,006	43	93	3,970	43	1,36,093	1,24,279	...	11,814	...	
Kolhapur	81	29	1,799	62	29	1,989	69	48,953	44,217	...	4,736	...	
Special gauges—													
The Gaekwar's Dabhoi	59	72	1,880	26	72	2,370	33	88,633	1,03,379	14,746	...	...
Cooch Behar	45	22	594	27	22	460	21	13,884	12,814	...	1,070	...	
TOTAL	136	1,042	1,21,165	116	1,042	1,08,380	104	25,03,504	25,44,283	40,779	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	103	334	20,947	63	334	18,985	57	6,71,131	8,07,679	1,36,548	...	...
Jetalsar-Rajkot	68	46	2,440	53	46	2,775	60	54,332	65,286	10,954	...	...
Jodhpur-Bikaner	58	364	16,267	45	364	11,050	32	4,47,671	3,69,632	...	78,039	...	
Odeypore-Chitor	...	...	...	...	26	(l) 410	16	...	(l) 410	410	...	...
Special gauge—													
Morvi	65	94	4,978	53	94	7,061	75	1,17,736	1,48,683	30,947	...	...
TOTAL	78	838	44,632	53	864	40,881	47	12,90,870	13,91,690	1,00,820	...	...
GRAND TOTAL													
	261	18,687	34,39,353	184	19,030	35,57,282	187	8,91,69,749	9,19,66,305	27,96,556	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to the 4th August 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Total earnings from 1st July to 3rd August 1895.

(g) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(i) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amravati railways.

(j) Total earnings from 1st June to 4th August 1894.

(k) Includes the Mysore-Nanjangud and the Yervantpur-Mysore frontier sections.

(l) Total earnings for the first three days of August 1895.

F. B. HEBBERT,
Under Secretary.

SIMLA, the 15th August 1895.

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SUPPLEMENT TO
The Gazette of India.

No. 34.} CALCUTTA, SATURDAY, AUGUST 24, 1895.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).
[In thousands of Rupees.]

	IN THE FOUR MONTHS, APRIL TO JULY, OF									
	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
IMPORTS (GROSS REVENUE).										
Arms, Ammunition, and Military Stores	66	69	71	68	88	99	1,01	93	94	1,01
Liquors:										
Spirit	13,56	14,42	15,63	16,47	17,86	16,62	18,09	16,85	17,25	19,00
Other liquors	2,00	2,22	2,14	2,16	2,09	2,39	2,02	2,21	1,90	2,19
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	1,97	2,01
Chemical products and preparations	—	—	—	—	—	—	—	—	88	87
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	—	—	—	—	4,70
Piece goods, grey	—	—	—	—	—	—	—	—	—	19,00
" white	—	—	—	—	—	—	—	—	—	7,13
" coloured	—	—	—	—	—	—	—	—	—	6,87
" goods	—	—	—	—	—	—	—	—	—	7,00
" medicines, and narcotics	—	—	—	—	—	—	—	—	1,05	9,00
Dyeing and tanning materials	—	—	—	—	—	—	—	—	85	1,21
Glass and glassware	—	—	—	—	—	—	—	—	1,07	1,21
Hardware and cutlery	—	—	—	—	—	—	—	—	2,38	2,00
Metals:										
Copper	—	—	—	—	—	—	—	—	—	1,24
Iron and steel	—	—	—	—	—	—	—	—	—	85
Silver	—	—	—	—	—	—	—	—	—	11,82
Tin	—	—	—	—	—	—	—	—	—	—
Other metals	—	—	—	—	—	—	—	—	1,51	—
Oils: Petroleum	—	—	3,51	5,10	4,66	5,62	5,77	5,41	4,27	15,00
Paints and colours	—	—	—	—	—	—	—	—	55	—
Paper	—	—	—	—	—	—	—	—	70	—
Provisions	—	—	—	—	—	—	—	—	1,19	2,40
Silk, raw and manufactured	—	—	—	—	—	—	—	—	3,62	3,00
Spices	—	—	—	—	—	—	—	—	1,35	—
Stationery	—	—	—	—	—	—	—	—	46	—
Sugar	—	—	—	—	—	—	—	—	3,62	5,00
Tea	—	—	—	—	—	—	—	—	49	—
Umbrellas	—	—	—	—	—	—	—	—	84	—
Wood and timber	—	—	—	—	—	—	—	—	38	—
Woollen goods	—	—	—	—	—	—	—	—	1,42	1,00
Imports by post	—	1	—	—	—	—	—	—	42	—
All other articles	1	1	2	1	1	1	1	1	6,58	7,00
TOTAL	16,23	17,35	22,01	24,42	25,50	25,63	26,90	25,41	69,98	1,274
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	22,51	23,00	20,03	25,94	32,40	29,69	20,55	25,32	28,98	19,00
TOTAL GROSS REVENUE	38,74	40,35	42,04	50,36	57,90	55,32	47,45	50,73	98,96	1,560
TOTAL NET REVENUE	37,85	39,08	40,89	49,00	56,51	53,59	46,06	48,99	96,52	1,538
<i>Provincial distribution of Net Customs Revenue.</i>										
Bengal										
{ Import	4,46	3,88	6,38	7,60	7,74	8,13	9,42	7,79	17,01	4,00
{ Export	3,58	4,00	6,25	4,40	5,64	5,17	4,18	4,77	4,48	6,00
Bombay										
{ Import	4,30	4,77	6,01	6,55	7,60	7,50	7,65	8,25	35,08	4,00
{ Export	46	59	50	79	59	41	55	62	1,01	—
Sindh										
{ Import	1,72	1,79	1,97	2,08	2,25	2,26	1,98	2,10	4,04	—
{ Export	34	25	17	21	31	24	25	18	22	—
Madras										
{ Import	2,16	2,98	3,65	3,34	4,33	3,52	3,48	3,44	6,83	15,00
{ Export	1,80	1,59	1,80	2,19	1,55	1,43	1,25	1,45	2,58	—
Burma										
{ Import	3,30	3,39	3,50	4,00	3,00	3,30	3,59	2,94	5,32	10,00
{ Export	15,73	15,84	10,66	17,75	23,50	21,54	13,71	17,45	19,95	19,00

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Brief memorandum on the weather in India during the months of June and July, and probabilities of the rains during the months of August and September 1895.

In the forecast issued in the beginning of June, it was stated that the monsoon forecasts as at present issued necessarily left out of consideration two important factors on which the agricultural value of the monsoon rainfall largely depends, *viz.* :

- 1st.—The probability of the occurrence of a prolonged break in the rains in July or August.
- 2nd.—The probability of the unusually early termination of the rains in Upper India or in Bengal.

It was stated in the forecast that the conditions which obtained in May 1895 were strikingly similar to those of May 1894, and it was hence inferred that the conditions in India itself were generally favourable for a strong and steady monsoon. It was, however, pointed out that "the information received up to date from ships and other sources of information of the pressure and weather conditions of the neighbouring seas, and more specially in the northern half of the Indian Ocean, suggests that the south-east trades are not strong this year, and hence that the conditions in the sea areas are less favourable for a strong monsoon than they were last year." The character of the monsoon rains in June and July indicates that the monsoon currents are much feebler than during the past two or three years, and this appears to be mainly due to unfavourable conditions in the sea area to the south of India and not to conditions in India itself.

A brief forecast for the months of August and September was drawn up for the information of Government in the beginning of August. The present memorandum is an extension of that forecast, and is published by order of the Government of India in the Gazette for general information.

In the present memorandum a brief statement is given: first, of the weather and snowfall in the mountain areas to the north-west of India during the last two months of June and July; and, secondly, of the character of the monsoon rains and weather during the same period; and, thirdly, an attempt is made to estimate the probable character of the rainfall of August and September based on these data.

Summary of the reports of snowfall on the North-Western Himalayas in May, June, and July 1895.

None have been received from any district, except Lahoul and Almora.

LAHOUL.—The Reverend Mr. Heyde, who has been for many years Superintendent of the Observatory at Kailang, writing on the 24th July says:

"The weather in Lahoul from the beginning of July has been strikingly cold. Whenever a little rain has fallen at Kailang, snow has always fallen on the higher hills, falling as low as 13,000 feet, which at this time of year is of very rare occurrence. There was little snow during the winter in Lahoul, and hence this cold is so much the more unusual. Dr. Hutchison, who came from Chamba by way of Pangi, arrived at Kailang four days ago. He had some rain on the way, and noticed that along his route the higher hills were being covered with fresh snow, such as he had never seen during his residence of twenty years in these parts. The glaciers round about Kailang, which usually begin to melt at the end of June, and give water for irrigating the fields, did not begin to melt until quite the middle of July, evidently on account of the prevailing cold. High and cold winds from the

west prevail in the afternoon. Skies are nearly always clear at nights at present, but are heavily clouded in the day time."

ALMORA DISTRICT.—According to the report for the period 15th May to 15th July, received from the Commissioner of the Kumaon Division, about a foot of snow fell on the higher passes of Malla Danpur, and 3 feet on those of Malla Johar during the period. No snow is reported to have been received in Mallas Byans, Chandans and Darma. The weather during the period was damper, and more cloudy than usual, and the snowfall on the higher elevations is believed to be somewhat greater than in the preceding year.

Summary of the snowfall information.

The reports are very few in number. As no reports have been received from officers on the North-West Frontier, it is almost certain no snow has fallen on the higher elevations in Afghanistan. The Kailang and Almora reports indicate that there has been somewhat more snow than usual on the higher elevations in the North-Western Himalayas. It is, however, almost certain there has been no heavy general and extensive snowfall, such as occurred in June and July 1880. This is confirmed by the appearance of the snows as seen from Simla, and the unusually low water in the Indus.

It was stated in the memorandum published in the *Gazette of India* that, although the snowfall of the early winter months was considerably heavier than usual, it melted much more rapidly than usual in April and May, and hence in the beginning of June the snow accumulation was probably somewhat less than usual. As the months of June and July were characterised by an unusual amount of fine, dry sunny weather, it is certain that the accumulation on the higher elevations (notwithstanding the occasional snowstorms in July) is considerably below the normal for the period.

Meteorological conditions of India in June and July.

The conditions in May 1895 in India were strikingly similar to those of May 1894. The advance of the Bombay current was considerably retarded, but occurred in the same manner as in June 1894. The monsoon set in almost simultaneously over the whole West Coast on the 12th, and gradually strengthened during the next five days, and blew strongly until nearly the end of the month. The current advanced with unusual rapidity to the East Punjab. The establishment of the Bengal current in the north of the Bay was slightly delayed. It gave rise to a cyclonic storm on the 17th and 18th, and the advance of this storm, by a westerly path across the Central Provinces into Rajputana, gave a heavy burst of rain to the Central Provinces and Central India, and a moderate burst to North-Eastern India. A second storm was generated in the north-west angle during the last week of the month. It marched west-north-westwards across Chota Nagpur and up the Gangetic plain, and gave general and heavy rain to the whole of Northern India. The whole of Northern and Central India and the North Deccan hence received general and, on the whole, abundant rain in June.

The currents were hence established somewhat later than in June 1894, but they advanced as rapidly into the interior as in that month, and the rainfall of the two months was similar in its general character and distribution.

Both currents were weak in July, more especially the Bay current, and unfavourable pressure conditions developed temporarily in North-Western India (the chief of which were a large general excess of pressure, and a largish local excess of pressure in Gujarat, Kathiawar and South-West Rajputana), such as are frequently associated with very deficient rainfall in Upper India. An almost complete break in the rains obtained during the greater part of the month in the Punjab, Sind, Rajputana and the western districts of the North-Western Provinces. Showery weather continued in Bengal, Bihar, the Central Provinces and the West Coast districts, but the rainfall in these areas was generally much less than usual. As, however, frequently happens during breaks in the rains in North-Western India, the Deccan, and Madras generally, and North Bengal

and Assam received frequent rain (which followed deficient rainfall in the preceding month, and was hence favourable and timely).

The chief feature in the meteorology of July was hence the prolonged break in the rains which was apparently due to weakness of the currents, more especially of the Bengal current.

The mean pressure of India for the month of July was '022 inch above the normal. The local variations were small and of no importance, except in an area defined by the following stations:

	Pressure anomaly.
Deesa	+ '024"
Neemuch	+ '045"
Indore	+ '031"
Saugor	+ '022"

The rainfall of the month of July was considerably below the normal over the greater part of India, and hence, although the rainfall of June was abundant, the total of the two months was less than the average in 33 out of the 51 meteorological divisions of the Empire. It was normal or in slight to moderate excess in Orissa, the North-Western Provinces, Central Provinces, Khandesh, and the Bombay Deccan. The deficiency was more than 25 per cent. in South Madras (53 per cent. in defect), Sind (77 per cent. in defect), Gujarat (26 per cent. in defect), the West Punjab (28 per cent. in defect), East and Deltaic Bengal (35 per cent. in defect), and Arakan (33 per cent. in defect).

The currents (more especially the Bombay current) strengthened in the beginning of August, and gave general and favourable rain over nearly the whole of Northern India from the 1st to the 16th, and the total rainfall up to the 17th August was normal or in excess in twenty-eight divisions. It was more than 25 per cent. in defect in the following divisions:

Meteorological Division.	Variation from normal of rainfall from 1st June to 17th August.
South Madras	52 per cent.
Deltaic Bengal	32 "
Eastern Bengal	29 "
Arakan	27 "
Upper Burma	?

A break in the rains set in again on the 17th, and pressure became locally in considerable excess at Deesa, Neemuch, Indore, and Saugor, so that this feature is very persistent and pronounced.

The preceding remarks hence indicate that, on the whole, conditions in India are not unfavourable. There has been no untimely general fall of snow in the Himalayan area. Pressure conditions in India are, on the whole, favourable, the only persistent abnormal feature which may continue to modify the distribution of rainfall in North-Western India being a considerable excess in South-West Rajputana and Central India, or, more exactly, the area defined by the stations of Deesa, Neemuch, Indore, and Saugor.

The previous remarks have hence shown that, notwithstanding the existence of unusually favourable conditions in India before the establishment of the monsoon, the rainfall up to the present time has been more or less below the normal over the greater part of India. In this respect the present monsoon contrasts strikingly with that of the preceding year, although the pre-monsoon conditions of pressure and temperature and also of the winter snowfall were almost identical in general character in the two years. The monsoon currents (and more especially the Bengal current) are undoubtedly feebler this year than they were in the corresponding period of last year. The cause of this is almost certainly to be sought for in conditions prevailing in the seas to the south of India, and more especially in the Indian Ocean. The scanty information obtained from ships crossing the Equatorial Belt indicates that the winds in that area are not so strong or so steady as they were last year, and that this is more especially the case in the eastern half. These winds are the continuation of the south-east trades, and this, hence, suggests that the south-east trades are not so strong as usual this year. Whether this is related to or caused by the unusual prevalence of icebergs in the south of the Indian Ocean and their extension considerably further northwards than usual can as yet only be conjectured.

Occasional notices in the newspapers of the delay in the arrival of ships at the Australian Ports due to their meeting with numerous icebergs and heavy fog undoubtedly suggests that the weather conditions are very abnormal in the Southern Indian Ocean. The observations recorded at Seychelles and Zanzibar for May and June (the latest received to date) also indicate that gradients are somewhat feebler, and winds more unsteady than they were during the same period last year.

It is certain that, whatever the causes may be, the monsoon currents in the Indian seas are from the conditions in the sea areas over which they originate not so strong and steady as they were last year, and that the Bay current is unusually feeble and unsteady. It is probable that these features will be persistent during the remainder of the season, but that they will be less marked than at the commencement.

The chief feature of the monsoon up to the present time was the long break in the month of July. Similar breaks more or less prolonged occurred in the south-west monsoon of the years 1880, 1883, and 1884, but in each of these years the break occurred after unseasonable snowfall in the Western Himalayas in May or June. The conditions of the present year are entirely different, and hence it would be useless to make a comparison of the present season with the monsoons of those years.

The following are the chief inferences which can be drawn respecting the probable character of the distribution of rainfall in India during the months of August, September and October based on the snowfall data, the meteorological conditions in India and the general character of the monsoon currents as indicated by the marine and other data :

- 1st.—It is probable there will be no prolonged general break in Northern or Central India during the month of August, and that the monsoon currents will be normal, or slightly below their usual strength in the months of August and September.
- 2nd.—It is probable that the rains will cease slightly earlier than usual in Upper India. Conditions are (as indicated by the existence of a local high pressure area in South-West Rajputana and Central India, West) unfavourable in the West Punjab, Sind, Cutch and West Rajputana, and it is very probable the rainfall during the remainder of the season will be more or less considerably below the normal in these areas. The rainfall in the East Punjab and East Rajputana will probably be in slight to moderate defect.
- 3rd.—It is probable that the North-Western Provinces will obtain normal rain in August and September, and Bengal and Bihar favourable rain in September and October.
- 4th.—Conditions are favourable in the Central Provinces and North Deccan, and they will hence probably receive normal rain.
- 5th.—Conditions are at present favourable for normal rain in Southern India during the retreating south-west monsoon, but it is, on the whole, probable the rains of that period will cease earlier than usual.
- 6th.—It may be noted that, so far as can be judged from the present conditions, it is probable the cold-weather rains in Northern India will be below the normal.
- 7th.—The data for Upper Burma are too scanty and unreliable to enable an estimate of the probable character of the rains in that area to be made. Pressure conditions are generally favourable in Burma, and it will probably, as a whole, receive normal rain during the remainder of the season.

JOHN ELIOT,

*Meteorological Reporter to the
Government of India.*

SIMLA, 23rd August 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, August 17th, 1895.

On most days during the week under review well marked monsoon conditions prevailed throughout India. In the early part of the week a well defined cyclonic system was superimposed on these conditions, while, on the contrary, towards the close of the week, not only had the cyclonic system disappeared, but the monsoon conditions had become less strongly marked. Hence the early part of the week was characterised by heavier and more general rainfall than the latter part, when, owing to the joint action described above, the rainfall had almost ceased over a large part of the country. The wind was strong on both sides of India in the early days of the week, but at the close a considerable decrease of the wind force was observable over the Bay area. The general temperature for the whole of India for the present, as for last, week has approximated closely to the normal, but the variations from the average in the different provinces have, on occasions, been considerable according as the weather varied from fine to disturbed. One of the most marked cases of this variation is that shown in the Punjab returns for the 13th and 14th. On the former date the mean temperature of the province was 3.8° above the normal average; on the latter it was 0.3° below, showing a fall during twenty-four hours of more than 4° for the whole province.

Daily Summary.—Sunday—11th August.—The depression, which lay over the western desert at the close of the previous week, was moving northward towards the north of the Punjab, and at the same time a fresh cyclonic storm had appeared over the north-west of the Bay. Pressure had consequently changed considerably, having risen in Sind and Gujarat and in Tenasserim, and fallen in the Punjab and around the head of the Bay. In the Punjab and Gangetic plain calms and variable airs were reported, instead of the ordinary south-easterly winds, and in the neighbourhoods of the depressions the winds were cyclonic. Elsewhere the directions were normal. The mean temperature was high, except in North-Western India. Rain had fallen over North-Western India, the west and south of the Peninsula, Lower Burma, and part of Bengal. The amounts were not very large, except at Diamond Island.

Monday.—The depression over North-Western India had continued to move northward and was central over the Western Punjab, while the disturbance over the north-west of the Bay had moved very little. The barometer had fallen, except over Burma, Assam, and some parts of Madras. The winds were practically unaltered. The mean temperature was excessive, except over Gujarat, Central India, Sind, Rajputana, and Madras. Rain had been fairly general over North-Eastern India and the Peninsula, but in Northern India, except on and near the Hills, the rainfall was light and scattered.

Tuesday.—The two depressions were still shown. That over the Punjab had not moved, but had become deeper, while that over the Bay of Bengal had drifted north-westward without changing in intensity. Strongish southerly and south-south-westerly winds prevailed over North-Western India, and calms and variable breezes over the Gangetic plain, but elsewhere the directions were fairly normal. No rain had fallen over the extreme north-west of India, but elsewhere the fall had been general and in places very heavy. This was particularly the case over and near the Kumaun Himalayas. The mean temperature was fairly normal, except in the Punjab, where it was in considerable excess, and in Madras, where it was in moderate defect.

Wednesday.—Pressure had increased very generally and the depression in the north-west had filled up, while that over Bengal had become smaller. Pressure was still below the normal average almost everywhere. Normal monsoon winds prevailed in most places, but in the Gangetic plain and the Punjab the

ordinary south-east winds were altogether absent. The mean temperature was very nearly normal. There had been very little rain over Upper Burma, the centre and east of the Peninsula, and a large part of North-Western India. Heavy rain continued to be reported over and in the neighbourhood of the North-Western Himalayas.

Thursday.—Pressure had increased briskly over the Central Provinces, Ganjam, and West Bengal, and the depression recently noticed in that area had practically disappeared. Readings ranged from a high pressure area in the extreme south and south-east to a low pressure area in the extreme north-west. The winds were unchanged. The mean temperature was slightly excessive over the Peninsula and slightly defective elsewhere. Rain had fallen over Burma, Bengal, the Gangetic plain, and the north of the Punjab. Elsewhere rain had been very light or altogether absent. The amounts were again heavy near the Hills.

Friday.—Pressure had increased briskly in the south of the Peninsula, but had changed very little elsewhere. The general distribution was unchanged, but the general tendency of the barometer was to rise. The wind was inclined to draw into north and north-west on parts of the West Coast, but elsewhere the wind directions were little changed. The mean temperature was slightly excessive over Burma and the Peninsula, and slightly in defect elsewhere. Rain had again been fairly general over Bengal, the Gangetic plain, and the north of the Punjab, but in other parts of the country any fall had been light and scattered.

Saturday.—Pressure had changed very little and the general distribution was the same as that reported on Friday. Readings were in excess of the normal over the central parts of the Indian region. The wind was southerly over Burma, part of Bengal, and the Indus Valley; easterly at several of the submontane stations; and westerly elsewhere. Temperature had moved upward very generally, but the mean was still below the normal, except in the Peninsula and Burma. The rainfall distribution was the same as on the preceding day.

Temperature.—As was the case last week, considerable local variations of temperature had occurred during the week under review, but the general result for the country shows, for the whole of India, both in the daily and in the weekly means, hardly any departures from the average. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	AUGUST 1895.							Mean variation of week.
	11th	12th	13th	14th	15th	16th	17th	
	0	0	0	0	0	0	0	0
Burma	+1.7	+0.2	-0.7	-0.4	-0.2	+1.1	+1.7	+0.5
Bengal and Assam	+2.6	+2.6	+0.5	+1.1	-0.1	-1.6	-1.7	+0.5
North-Western Provinces and Oudh	+1.5	+0.6	-1.0	-1.9	-2.3	-3.3	-2.6	-1.3
Punjab	-0.7	+1.6	+3.8	-0.3	-1.8	-1.6	-2.9	-0.3
Bombay	+0.7	+1.3	-0.6	-0.2	+0.9	+1.2	+1.2	+0.6
Central Provinces and Berar	+2.2	+0.4	+0.7	-0.8	-0.9	-1.0	+0.1	+0.1
Central India and Gujarat	-0.5	-0.2	+0.1	+0.2	-0.2	-0.9	-0.1	-0.2
Sind and Rajputana	-4.4	-2.5	-1.4	-1.3	-1.6	-1.3	-0.9	-1.9
Madras	+1.5	-1.9	-2.8	-0.6	+1.4	+1.5	+1.6	+0.1
Mean for whole of India	+0.5	+0.3	-0.2	-0.5	-0.5	-0.7	-0.4	-0.2

The above shows that on the 11th and 12th there was for the whole country a trifling excess and on the remaining five days a trifling deficiency of heat. The provincial variations show that on the average of the week the mean temperature

of the North-Western Provinces, of Sind and of Rajputana was in slight defect, but that elsewhere the mean temperature was normal. The variations from day to day were, however, as mentioned above, often very considerable. The following were the highest temperatures reported on each day :

On August 11th	the highest maximum reported was	102°6'	at Trichinopoly.
" 12th	" "	102°0'	" Peshawar.
" 13th	" "	107°4'	" Montgomery.
" 14th	" "	105°0'	" Peshawar.
" 15th	" "	101°9'	" Montgomery.
" 16th	" "	102°4'	" Tinnevely.
" 17th	" "	101°6'	" Sirsa.

The variability in the position of the area of highest temperature exhibits very clearly the instability of the temperature distribution during the week.

Rain.—During the week ordinary monsoon conditions have prevailed over a large part of the country. Pressure has been steadily highest in the extreme south and steadily lowest in the extreme north-west, and the wind circulation has been to a large extent of the ordinary character. Two important exceptions were, however, shewn at different times, and each had a considerable effect on the rainfall. The first of these was a cyclonic storm which passed from the north of the Bay on a curved course through Orissa and West and Central Bengal and occasioned heavy rain in its neighbourhood, and the second was the northward movement of the trough of low pressure from the Gangetic plain to the foot of the Himalayas. Owing to this change in the pressure distribution, the south-easterly winds which usually prevail up the Gangetic plain were interrupted and winds forming a continuation of the Arabian Sea monsoon currents blew straight into Northern India. These winds occasioned relatively little rain over the plains, but gave heavy rain to the hills and the submontane regions of the North-Western Provinces and of the Punjab. The result was that at the close of the week, while general and moderately heavy rain was falling over the north of the Punjab, the north side of the Gangetic plain, and over Bengal, hardly any rain was reported from other parts of India. In Burma the rainfall has been irregularly distributed. At the stations on the Arakan Coast and on the shores of the Gulf of Martaban rain has fallen fairly heavily and almost daily, while in the extreme north, in the neighbourhoods of Bhamo and Kindat, rain has also fallen moderately steadily, but in the more central regions any rainfall has been very light and very widely scattered. Thus, Mandalay had one shower, consisting of a few drops only, during the week, and some other stations were only slightly better. The table at the close of the summary shows the rainfall data. From this it will be seen that rain fell during the week in all the rainfall divisions except Rajputana (West), but that in the Punjab (South) the fall was quite unimportant, and in Rajputana (East), Central India (West), Kathiawar, and Madras (South) the fall was very light. The heaviest average actual rainfall reported was 12·23 inches in the hill districts of the Punjab. This was followed by 10·27 inches in Assam (Surma) and by 9·22 inches in Tenasserim. The column of the table giving the average normal rainfall for the week shows a fall of 8·11 inches in Tenasserim, of 7·74 inches in Assam (Surma), of 6·68 inches in Arakan, and of 6·31 inches in the Konkan, while the lightest rainfall was shown over Madras (South).

The above comparison shows that, with the exception of the heavy fall on the Punjab hills, the actual and normal distribution of rain for the week have not differed much in their general characteristics. The third column of the table shows that the actual rainfall has been in excess of the normal in twenty-eight of the rainfall divisions and in defect in twenty-three, so that the general condition was almost the same as that which prevailed in the previous week. The region of excessive rainfall included the Burma divisions, except Central and Upper Burma, the Assam divisions, the eastern, central, and northern divisions of Bengal, Chota Nagpur, and Bihar; all the North-Western Provinces divisions, except the central; all the Punjab divisions, except the south and central; the east of the Central Provinces, Sind, the East Coast (North and South), Hyderabad (South), and Madras (South Central). The above shows that, roughly, the

rainfall was, with a few exceptions, in excess over North-Eastern and Northern India, and, with a few exceptions, in defect over Central and Southern India. The most marked cases of excess were shown by the hill and submontane divisions of North-Western India, while the most marked cases of defect were shown on the west side of the Peninsula: thus, the amount received on the Punjab hills was more than three times the normal, while the amount received in the Konkan was less than half the normal.

The returns of the sudder stations show that rain occurred daily in Burma, with the exception of Upper Burma; daily in Bengal, Assam, and the North-Western Provinces; as scattered showers during the week in the Punjab; daily over the west of the Peninsula; and during the first days of the week over the central parts of the country and the east of the Peninsula.

The three concluding columns of the table exhibit the state of the seasonal rainfall. In the great majority of cases the rainfall since June 2nd has been about normal, *i.e.*, the actual shows a departure of less than 20 per cent. from the normal. In the case of Arakan, East Bengal, Deltaic Bengal, Central Bengal, Rajputana (East), Central India (West), Madras (Central), the East Coast (South), and Madras (South) this limit is exceeded, and the rainfall is deficient to an important extent.

The following are the more important amounts: Moulmein 9'22 inches, Akyab 10'42 inches, Kishorganj (Mymensingh) 11'20 inches, Cherra poonjee 37'61 inches, Bhagatpore (Jalpaiguri) 13'71 inches, Kurseong 11'25 inches, Colcong (Bhagalpur) 10'76 inches, Utraula (Gonda) 9'14 inches, Mawana (Meerut) 10'73 inches, Dehra Dun 23'20 inches, Una (Hoshiarpur) 7'85 inches, Dharmasala 23'68 inches, Udipi (South Kanara) 7'69 inches, Ankola (North Kanara) 7'23 inches, Hinganghat (Wardha) 8'02 inches, Tirutturaippundi (Tanjore) 6'03 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING AUGUST 17TH, 1895.			RAINFALL DATA FROM JUNE 2ND TO AUGUST 17TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 2nd to August 17th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	9'22	8'11	+ 1'11	95'23	108'32	- 12
	Lower Burma	4'54	4'08	+ 0'46	50'68	53'07	- 4
	Central Burma	2'42	2'82	- 0'40	27'35	33'72	- 19
	Upper Burma	1'05	?	?	13'26	?	?
	Arakan	7'92	6'68	+ 1'24	87'41	119'17	- 27
BENGAL AND ASSAM	East Bengal	6'14	4'35	+ 1'79	35'54	49'81	- 29
	Assam (Surma)	10'27	7'74	+ 2'53	80'56	86'31	- 7
	Do. (Brahmaputra)	3'35	3'04	+ 0'31	41'54	38'25	+ 9
	Deltaic Bengal	2'75	2'97	- 0'22	20'32	30'00	- 32
	Central Bengal	2'79	2'66	+ 0'13	22'01	29'16	- 25
	North Bengal	6'19	4'17	+ 2'02	58'08	56'70	+ 2
	Orissa	2'42	2'70	- 0'28	38'25	28'37	+ 30
	Chota Nagpur	5'18	2'76	+ 0'42	28'88	29'67	- 3
	Bihar (South)	2'91	2'28	+ 0'63	22'25	24'44	- 9
NORTH-WESTERN PROVINCES AND ODDH.	Do. (North)	4'82	2'42	+ 2'40	30'79	27'55	+ 12
	North-Western Provinces (East)	2'67	2'21	+ 0'46	22'45	22'40	0
	Do. (Submontane) (a)	6'14	2'19	+ 3'95	27'67	24'17	+ 1
	Oudh (South)	2'95	1'74	+ 1'21	23'52	20'98	+ 12
	Do. (North)	4'51	2'03	+ 2'48	25'89	22'93	+ 13
	North-Western Provinces	1'89	2'04	- 0'15	22'78	20'23	+ 13
	(Central).						
	North-Western Provinces	2'22	1'87	+ 0'35	19'02	16'92	+ 12
	(West).						
PUNJAB	North-Western Provinces	5'47	2'34	+ 3'13	31'14	26'60	+ 17
	(Submontane). (b)						
	Punjab (South)	0'06	0'64	- 0'58	7'06	7'80	- 9
	Do. (Central)	1'08	4'25	- 0'17	11'71	12'63	- 7
	Do. (Submontane)	2'70	1'65	+ 1'05	14'08	16'57	- 15
	Do. (Hill Districts)	12'23	3'91	+ 8'32	51'90	44'30	+ 17
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Do. (North-West)	2'21	1'15	+ 1'06	10'71	10'51	+ 2
	Do. (West)	0'89	0'44	+ 0'45	4'30	4'13	+ 4
	Malabar	3'39	4'02	- 0'63	76'34	75'65	+ 1
	Madras (South Central)	1'45	1'10	+ 0'35	13'77	13'78	0
	Coorg	4'03	5'88	- 1'85	73'08	82'51	- 11
	Mysore	0'51	1'31	- 0'80	12'36	15'38	- 13
	Konkan	2'89	6'31	- 3'42	82'44	85'03	- 4
	Bombay Deccan	0'66	1'36	- 0'70	17'36	15'59	+ 11
	Hyderabad (North) . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	Khandesh	0'38	1'30	- 0'92	13'15	11'98	+ 10
	Berar	0'99	1'29	- 0'30	17'28	21'26	- 19
	Central Provinces (West)	1'69	1'96	- 0'27	25'20	24'77	+ 2
	Ditto (Central)	1'63	2'69	- 1'06	33'78	34'44	- 2
BOMBAY (NORTH)	Ditto (East)	3'16	2'10	+ 1'06	39'22	31'73	+ 24
	Gujarat	1'32	2'47	- 1'15	25'69	30'71	- 16
	Kathiawar	0'31	0'78	- 0'47	12'42	14'07	- 12
RAJPUTANA AND CEN- TRAL INDIA.	Sind	1'16	0'26	+ 0'90	3'52	3'64	- 3
	Central India (East)	0'83	1'98	- 1'15	22'72	24'99	- 9
	Rajputana (East), Central	0'19	1'94	- 1'75	13'04	17'98	- 22
	India (West).						
MADRAS	Rajputana (West)	a	0'64	- 0'64	7'33	8'67	- 15
	East Coast (North)	1'86	1'55	+ 0'31	21'35	14'44	+ 49
	Ditto (ditto) (a)	1'75	3'32	- 1'57	32'22	34'68	- 7
	Hyderabad (South)	2'51	1'33	+ 1'18	13'21	12'35	+ 7
	Madras (Central)	0'65	1'19	- 0'54	6'76	8'62	- 21
	East Coast (Central)	1'27	0'91	+ 0'36	10'93	8'71	+ 25
	Ditto (South)	1'29	1'18	+ 0'11	6'48	8'10	- 20
	Madras (South)	0'31	0'39	- 0'08	1'49	3'09	- 52

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

SIMLA, 22nd August 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 17th August.*—Rainfall good in the Circars and on the West Coast; fair rain elsewhere, except in parts of the Deccan, Central and Southern districts where only light and scattered showers have fallen. Irrigation supplies are inadequate in parts of the Central and Southern districts. Agricultural operations are progressing, and the standing crops generally are in fair condition, but more rain is needed in parts of the Deccan, Central, and Southern districts. Pasture is improving, and fodder is available generally. The condition of cattle is generally good. Prices generally are almost stationary, but are slightly easier in the Carnatic.

Bombay.—*For week ending 21st August.*—Rain has fallen throughout the Presidency, except in Satara, Thar and Parkar, and Wadhwan; generally moderate in Sind, Gujarat, and the Konkan; slight elsewhere. More rain is urgently wanted in parts of the Deccan and Carnatic for the standing crops which are withering in Bijapur and parts of Sholapur. The water-supply in parts of Sind is insufficient. Cotton in one taluka of Ahmedabad has been injured by excessive rain. Sowing of the early crops is progressing in seven, and transplanting in four, districts. Preparations for the late crops continue in six districts. Fodder is sufficient, and agricultural stock is in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 19th August.*—There was general rain during the week, but in the Burdwan division and in some parts of the Presidency division it is still very deficient. Except in these two divisions the cultivation of winter rice is generally making good progress. The harvesting of early rice and jute and the manufacture of indigo are in progress, and promise a good outturn. The prospects of the autumn crops in Bihar continue favourable. Sugarcane is generally doing well. Cattle are in good condition, except in a part of Purneah. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 21st August.*—Good and general rain has fallen during the week, except in Allahabad where the fall has been slight; more rain is, however, needed in Cawnpore. In Farukhabad some villages have been flooded. The prospects of the autumn crops continue favourable. Weeding and transplanting are in active progress. The fields are being prepared for the spring sowings. Supplies and fodder are sufficient. Prices are generally stationary.

Punjab.—*For week ending 21st August.*—Rain has fallen throughout the Province. Weeding of the autumn crops has commenced, and ploughing for

the spring crops is in progress. Cotton-picking is going on in Lahore. The standing crops are generally good, and their condition has been improved by the recent rain. The crops are flourishing in all districts, except in Hissar where they are withering for want of more rain which is urgently needed. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Hissar and Lahore. Prices continue high in Umballa, rising in Jullundur, normal in Ferozepore and Sialkot, and low elsewhere.

Central Provinces.—*For week ending 21st August.*—There has been a break in the rains in most districts during the past week which has been beneficial where the season's rainfall is up to the average, but in Damoh, Seoni, and Nimar more rain is now wanted. In Chhattisgarh the rainfall has been sufficient, and the rice crop is in good condition. Prices are steady.

Burma.—*For week ending 17th August.*—In Lower Burma agricultural operations are progressing favourably, and the crop prospects are good everywhere, except in the Paungde, Sub-division of the Prome district, where they are reported to be very poor. In Upper Burma no rain has fallen during the week in Sagaing and Pakokku, and very little in Shwebo, Lower Chindwin, Magwe, and Kyaukse. Meiktila has received nearly half an inch, Myingyan nearly an inch, and Yamethin nearly one and a half inches. It is now reported that the standing crops in Shwebo are dead in parts, and that in Pakokku the paddy nurseries have withered, and maize on high-land has failed. The sesamum crop in Meiktila is almost a total failure. In the other districts of the dry zone the position of affairs previously reported has been accentuated. The price of paddy has risen slightly in Rangoon and Shwebo; elsewhere prices are stationary.

Assam.—*For week ending 20th August.*—Weather seasonable. Harvesting of the early and transplanting of the late rice continue. Prospects of tea are good. The condition of cattle is fair, and fodder is sufficient, except in Kamrup and Nowgong. The water-supply is abundant.

Mysore and Coorg.—*For week ending 21st August.*—**MYSORE:** Good rain has fallen in parts of the Kadur and Shimoga districts; slight rain elsewhere. The standing crops are in good condition. Prices have fallen in Hassan, and risen in the Kolar, Kadur, and Shimoga districts.

COORG: Rainfall good. Transplanting of rice is in progress. The coffee and cardamom crops are fair, but the *ragi* (*Eleusine coracana*) crop is suffering from the past heavy rains. Water and fodder for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 21st August.*—**BERAR:** Weather cool and cloudy with occasional light showers. The crops generally are in thriving condition, except in parts of Akola where cotton and *tur* (*Cajanus indicus*) have been attacked by insects. Land is being prepared for the cold weather crops. Sowings still continue in two districts, and weeding is well advanced. The fodder and water-supply are sufficient. Prices are almost stationary.

HYDERABAD: Rainfall good. The prospects of the autumn crops are generally good. Preparations for the irrigated crops are progressing. Prices continue normal.

Central India.—*For week ending 21st August.*—Rain fell in all Agencies, except Western Malwa, but more rain is still wanted in three districts of Gwalior. Agricultural operations are in progress in all Agencies. The crops have been damaged in one district of Gwalior; elsewhere they are in good condition. Cattle are in indifferent condition in four districts of Gwalior and part of Bhopal, but their condition is good elsewhere. Pasturage is good and sufficient everywhere. Prices of food-grains are high in Bhopal and Goona, and rising in part of Gwalior; elsewhere prices are normal.

Rajputana.—*For week ending 21st August.*—Good rain in Bikanir; slight in ten other States. More rain is wanted in Meywar and Haraoti. Agricultural operations are satisfactory. The standing crops, prospects, agricultural stock, pasturage, and fodder are generally good. Prices are falling in five States, and rising in one, but are steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 20th August.*—Rainfall moderate. The prospects of the standing crops are good. Water is ample for irrigation. Ploughing for the spring crops has commenced. Prices are slightly above normal.

JAMMU PROVINCE.—*For week ending 21st August.*—Rainfall moderate. Weather clear. The standing crops are in good condition. Fodder is sufficient. Prices show a tendency to fall.

Nepal.—*For week ending 17th August.*—Weather cloudy with occasional showers. Prospects of the rice crop are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Statistics.

Results of the working of continuous automatic brakes in use on railways in India during the six months ended the 31st December 1894.

No. 324 R. S., dated Simla, the 2nd August, 1895.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department letter No. 62 R. Stat., dated the 19th October 1891.

Public Works Department letter No. 354 R. Stat., dated the 4th September 1894.

Public Works Department order No. 55 R. Stat., dated the 6th March 1895.

Read also—

Endorsement No. 304 Stat., dated the 26th July 1895, by the Director General of Railways, forwarding tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number and proportion of rolling stock fitted with the brakes, the progress made in fitting stock since the previous half-year, and the results of working the brakes during the six months ended the 31st December 1894.

ORDER.—Ordered, that tables Nos. I and II be forwarded, for information,

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Further, that this order, with the tables, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under Secretary.

TABLE NO. I.

Statement showing, for the half-year ended the 31st December 1894, the railways on which automatic vacuum brakes were in use, the mileage run by trains fitted with the brakes, the number and proportion of rolling stock fitted, and the progress made in fitting stock since the previous half-year.

Railways (including branch lines worked).	Period.	LOCOMOTIVES.		VEHICLES.*			Number of miles run by trains fitted.	Total number of instances in which the brakes failed to act or caused delay in the working of trains.	PROPORTION PER CENT.		
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	Number of failures compared with mileage run by trains fitted.
1	2	3	4	5	6	7	8	9	10	11	12
STANDARD GAUGE.											
State lines worked by companies.											
East Indian	1st-half, 1894	62	518	208	149	10,147	529,243	7	3'40	9'43	1 in 75,600
	2nd-half, 1894	62	518	235	178	10,146	538,016	22	3'91	10'14	1 in 24,600
Indian Midland	1st-half, 1894	7	105	10	...	2,567	(a)	...	0'39	...	...
	2nd-half, 1894	17	100	38	6	2,495	(a)	...	1'73	...	...
State lines worked by the State.											
North Western (state)	1st-half, 1894	(b)	(c)	(c)	134	0,553	1,036,830	9	12'80	21'16	1 in 113,000
	2nd-half, 1894	317	271	1,415	159	10,516	1,247,744	12	13'12	27'10	1 in 103,000
Oudh and Rohilkhand (state)	1st-half, 1894	15	142	111	13	4,828	210,732	8	2'50	14'12	1 in 25,000
	2nd-half, 1894	15	141	111	15	4,826	280,003	1	2'54	17'85	1 in 25,000
Eastern Bengal (state)	1st-half, 1894	15	82	104	31	2,441	245,714	1	5'24	27'36	1 in 24,000
	2nd-half, 1894	15	82	104	34	2,438	253,333	...	5'36	22'70	...
Lines worked by guaranteed companies.											
Great Indian Peninsula	1st-half, 1894	95	510	260	130	9,198	531,690	9	4'07	10'07	1 in 59,000
	2nd-half, 1894	102	503	326	116	9,146	599,246	13	4'61	15'39	1 in 46,000
Bombay, Baroda and Central India	1st-half, 1894	67	75	384	55	3,583	314,186	12	10'23	23'26	1 in 26,000
	2nd-half, 1894	70	73	410	54	4,057	462,994	6	10'26	39'48	1 in 71,000
Madras	1st-half, 1894	Returns	not received	...	...	...	...	...	...	...	...
	2nd-half, 1894 . . . . .	...	163	6	36	3,485	(a)	...	1'19	...	...
TOTAL OF all RAILWAYS (STANDARD GAUGE)	1st-half, 1894	578	2,059	2,492	512	57,831	2,868,395	46	5'38	12'40	1 in 60,000
	2nd-half, 1894	618	2,028	2,659	598	52,962	3,381,336	54	5'79	16'12	1 in 60,000
METRE GAUGE.											
State lines worked by companies.											
Southern Mahratta	1st-half, 1894	Returns	not received	...	...	...	...	...	...	...	...
	2nd-half, 1894 . . . . .	...	220	...	1	5,586	(a)	...	0'02	...	...
South Indian	1st-half, 1894	20	184	26	45	4,180	(a)	...	10'74	...	...
	2nd-half, 1894	20	184	44	9	4,176	(a)	...	1'25	...	...
State line worked by the State.											
Eastern Bengal (state)—											
Northern and Behar sections	1st-half, 1894	4	66	45	4	2,126	(a)	...	2'25	...	...
	2nd-half, 1894	7	63	84	12	2,082	54,883	3	4'41	6'59	1 in 10,000
TOTAL OF all RAILWAYS (METRE GAUGE)	1st-half, 1894	24	1,232	71	9	31,174	...	...	0'26	...	...
	2nd-half, 1894	27	1,249	128	22	31,155	54,883	3	0'48	0'56	1 in 10,000

* Excluding cranes.

† Revised figures.

(a) Brakes not yet brought into use.

(b) Excluding 4 locomotives made over to the Mushkaf-Bolán railway.

(c) Excluding 47 vehicles made over to the Mushkaf-Bolán railway.

TABLE No. II.

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
STANDARD GAUGE. Indian	Vacuum Automatic.		(i) and (ii)—Nil. (iii) Failure of material.—No. 2 down mail detained ten minutes at Asansol and five minutes at Raneegunge, in consequence of the train pipe leaking. (iii) Failure of material.—No. 1 up mail lost ten minutes between Bhaupur and Tundla, owing to a defect in the train pipe. (iii) Failure of machinery.—No. 1 up mail started ten minutes late from Howrah owing to vacuum universal coupling of a carriage having broken in starting. (iii) Failure of material.—No. 2 down mail lost 13 minutes between Umballa and Thanesar-Kurukshetra, owing to the engine train pipe leaking. (iii) Failure of material.—No. 1 up mail detained two minutes at Dhulkot in releasing brakes. The driver was unable to maintain vacuum, owing to the drip valve being defective. (iii) Neglect of servants.—No. 1 up mail detained three minutes at the Mokameh station. Vacuum failed whilst running over the points in consequence of the driver having allowed the steam pressure to drop. (iii) Neglect of servants.—No. 2 down mail lost 30 minutes between Thanesar-Kurukshetra and Ghaziabad, owing to mismanagement on the part of the driver. (iii) Failure of material.—No. 2 down mail detained five minutes at Muhar to release carriage brakes, owing to a defect in the train pipe. (iii) Failure of material.—No. 1 up mail delayed 14 minutes between Phaphund and Achalda in releasing brakes, owing to engine train pipe having broken. (iii) Failure of machinery.—No. 2 down mail lost four minutes between Moghal Sarai and Buxar. The driver was unable to maintain sufficient vacuum, owing to a leak in relief valve of the Oudh and Rohilkhand (State) railway carriage next the brake-van. (iii) Failure of machinery.—No. 2 down mail detained six minutes near Muthroopore block hut, owing to the engine train pipe having broken. (iii) Failure of machinery.—No. 1 up mail detained 10 minutes at Dinapore in consequence of a defect in ejector relief valve. (iii) Neglect of servants.—No. 10 down loop mail detained six minutes at Suliangunge, owing to mismanagement on the part of the driver. (iii) Failure of machinery.—No. 10 down loop mail detained six minutes at Rampore Haut, owing to the driver not being able to create vacuum in consequence of a defect in the ejector.	See page 1228.

TABLE No. II—*contd.*

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
STANDARD GAUGE— <i>contd.</i>				
East Indian— <i>concl'd.</i>	Vacuum Automatic.	29th October 1894	(iii) Neglect of servants.—No. 2 down mail delayed five minutes at Dinapore, owing to coupling hose not having been recoupled after shunting.	538,016.
		29th October 1894	(iii) Failure of machinery.—No. 2 down mail lost 43 minutes between Tundla and Cawnpore, owing to the release valve of the front brake-van being defective.	
		30th October 1894	(iii) Neglect of servants.—No. 1 up mail detained three minutes at Bankipore, owing to the train pipes not having been properly coupled up after shunting.	
		11th November 1894.	(iii) Failure of machinery.—No. 1 up mail started five minutes late from Cawnpore in consequence of a defect in the hose coupling on tender.	
		7th December 1894	(iii) Failure of material.—No. 10 down loop mail worked non-vacuum from Mollárpore to Howrah. The driver was unable to obtain sufficient vacuum in consequence of a leak in train pipes.	
		7th December 1894	(iii) Neglect of servants.—No. 9 up loop mail lost 27 minutes between Nalhati and Jamálpur, owing to mismanagement on the part of the driver.	
		8th December 1894	(iii) Failure of material.—No. 2 down mail detained 11 minutes at Sonépat, owing to vacuum having failed in consequence of a defect in train pipes.	
		15th December 1894.	(iii) Neglect of servants.—No. 1 mail detained five minutes at mile 134½ in consequence of failure of vacuum, owing to hose not having been properly coupled at Ásansol.	See page 1229.
North Western (state)	Vacuum Automatic.		(i) and (ii)— <i>Nil.</i>	
		13th July 1894	(iii) Neglect of servants.—No. 33 up local detained ten minutes at Muhiuddimpur to release brake block, owing to brake gear jamming.	
		15th August 1894.	(iii) Neglect of servants.—No. 25 up mixed started one hour late from Ráwalpindi, owing to vacuum not having been in proper condition.	
		28th September 1894.	(iii) Failure of machinery.—No. 15 up goods lost one hour and thirty minutes between Nákus and Shahrigh, owing to piston rod packing ring drawing air.	
		2nd November 1894.	(iii) Neglect of servants.—No. 17 up mixed detained ten minutes at Gháziabad after hooking on to train. The driver could not get the vacuum brake off, two pipes near the rear end of the train not having been coupled.	
		13th November 1894.	(iii) Neglect of servants and failure of material.—No. 12 down mixed detained five minutes over the Hindon bridge. Vacuum brake worked only in front brake-van and engine from Nágál to Begamabad, owing to a bogie third class carriage having been out of order. Vacuum could not be maintained on account of leakage somewhere in the carriage, owing probably to some defect in rubber washers.	

TABLE No. II—contd.

ement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
BROAD GAUGE—contd.				
Western (state)— Ind.	Vacuum Auto- matic.	22nd November 1894.	(iii) Failure of material.—No. 3 up mail detained five minutes at Murádnagar, owing to leakage of vacuum pipe of a horse box of the Great Indian Peninsula railway.	1,247,744
		26th November 1894.	(iii) Neglect of servants.—No. 3 up mail detained eight minutes at Umballa, owing to vacuum pipe washer being deficient.	
		27th November 1894.	(iii) Neglect of servants.—No. 6 down mail detained three minutes at mile 1,116 between Saháranpur and Sarsáwa. The vacuum pipe between two third class carriages was disconnected, owing to vacuum pipe on a luggage van having been cut and causing leakage.	
		8th December 1894.	(iii) Neglect of servants.—No. 3 up mail detained five minutes at Meerut, owing to vacuum pipe coming off brake dummy.	
		14th December 1894.	(iii) Inexperience of servants.—No. 12 down mixed detained three minutes at Khanna. Brakes could not be released owing to the handle of guard's van having been pressed down.	
		15th December 1894.	(iii) Neglect of servants.—No. 5 up mail started five minutes late from Saháranpur, attaching the rear vacuum brake pipe.	
		26th December 1894.	(iii) Failure of material.—No. 19 up mixed detained one minute at Muzaffarnagar, owing to leakage of vacuum pipe at the rear brake.	
and Rohilkhand	Vacuum Auto- matic.	8th November 1894.	(i) and (ii)—Nil. (iii) Inexperience of servants.—No. 6 down passenger detained ten minutes between Sandila and Rahimabad, owing to hose pipe in front of the engine having been damaged.	280,003.
Indian Peninsula	Vacuum Auto- matic.	6th July 1894	(i) and (ii)—Nil. (iii) Failure of material.—The driver of No. 158 up could not maintain sufficient vacuum to keep the blocks off the wheels of some of the vehicles, owing to a leakage which could not be traced. Two minutes lost at Shelárvádi station and 12 minutes at mileage 102-13 in leaking off the train and creating fresh vacuum.	See page 1231.
		9th July 1894	(iii) Failure of machinery.—Brake blocks of a 2nd class carriage on No. 158 up jammed on wheels and could not be released. A small piece of cane was found jammed in the air passage leading to the top of the cylinder. The train was detained 22 minutes at Byculla searching for the defect and uncoupling the brake of this carriage.	
		17th July 1894	(iii) Neglect of servants.—On No. 192 up, steam having been allowed to drop, the vacuum fell and the brake applied itself. The train was detained three minutes between Masjid and Victoria terminus in getting up sufficient vacuum to release the blocks.	

TABLE NO. II—*contd.*

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with automatic vacuum brakes.
STANDARD GAUGE— <i>contd.</i>				
Great Indian Peninsula— <i>contd.</i>	Vacuum Automatic.	19th July 1894	(iii) Neglect of servants.—Owing to the engine and brake on No. 130 up having been coupled up without washer of Clayton coupling on the brake-van, 53 minutes were lost between Raichūr and mileage 396 in consequence of the driver being unable to maintain vacuum. The train was worked non-automatic from this mileage to Sholapur.	
		25th July 1894	(iii) Failure of machinery.—No. 158 up detained 11 minutes at Masjid in uncoupling the brake gear of a 2nd class carriage, the brake of which could not be released at starting time.	
		12th November 1894.	(iii) Neglect of servants.—Fourteen minutes' delay to No. 174 down, at Masjid station, disconnecting brake on 3rd class carriage. The roller ring got over the top of the cylinder in consequence of working with brake blocks too thin.	
		14th November 1894.	(iii) Neglect of servants.—No. 306 detained five minutes at Thāna. The driver allowed steam to fall and was, in consequence, unable to maintain a working vacuum.	
		17th November 1894.	(iii) Neglect of servants.—Eighteen minutes lost in uncoupling the brake gear of a 3rd class carriage on No. 200 up train at the Kurla station. Roller ring was slack and required renewing.	
		17th November 1894.	(iii) Neglect of servants.—Seven minutes were lost by No. 236 up at Kurla. The roller ring of a 3rd class carriage was slack and required renewing. The train worked non-automatic from Kurla to Bombay.	See page 1231.
		25th November 1894.	(iii) Neglect of servants.—The drip valve on engine of No. 6 up mail was displaced, and the clappet valve failed to close properly, in consequence of some waste having got in. The train was detained 53 minutes at the Bhore Ghāt Reversing station in trying to work and finally the driver had to give up the train.	
		11th December 1894.	(iii) Failure of machinery.—The driver reports that the brake of a 3rd class carriage on No. 152 up, Poona to Lonāvla, could not be released and the piston was, therefore, uncoupled. The piston was coupled up again at Karjat and worked into Bombay. It is supposed the ball valve stuck, but released itself later on the journey. Thirteen minutes lost in trying to start at Shelārvādi and uncoupling the piston.	
		20th December 1894.	(iii) Neglect of servants.—Brake blocks of a 2nd class carriage on No. 147 down Poona passenger taken up, owing to insufficient clearance allowed between wheels and blocks. Two minutes lost at Neral on account of leaking of brake and ten minutes at Karjat in detaching the carriage.	

TABLE NO. II—concl'd.

Statement showing, for the half-year ended the 31st December 1894, all cases in which the automatic vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains—concl'd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by train fitted with automatic vacuum brakes.
STANDARD GAUGE—concl'd.				
West Indian Peninsula—concl'd.	Vacuum Automatic.	20th December 1894.	(iii) Neglect of servants.—A composite carriage was attached to No. 112 up passenger without India-rubber washers in the train pipe couplings. Four minutes lost at Kirkee in examining brake and 15 minutes in working non-automatically over the Ghauts.	599,246
Bombay, Baroda and Central India.	Vacuum Automatic.	28th September 1894.	(i)—Nil. (ii) Neglect of servants.—Vacuum brake on No. 3 down ordinary train did not act properly when applied to stop the train at Church Gate, owing to brake blocks being at fault. No delay.	
		21st July 1894.	(iii) Failure of material.—Owing to three pipe joints on 24 up local train leaking, sufficient vacuum could not be maintained. Six minutes lost between Bandra and Colaba using hand brake.	
		21st August 1894.	(iii) Failure of material.—Vacuum chamber indicator pipe on engine of No. 8 up ordinary train broke. Twenty-five minutes were lost in repairing it at Ahmedabad station.	
		29th September 1894.	(iii) Failure of machinery.—Tender brake on the down mail train could not be released properly, owing to piston getting fast on account of a piece of dirt getting in. Five minutes' delay at Kósambá.	462,994
		5th October 1894.	(iii) Inexperience of servants.—Piston on No. 127 down local train stuck up on account of insufficiency of steam pressure. Eight minutes' delay at Charni road.	
		3rd November 1894.	(iii) Failure of material.—After leaving Pálghar there was a little difficulty in keeping the brake off properly on the up mail train, and on examination at Virár the pipes between the tender and the front brake-van were found to be leaking on account of a chip of cast-iron from the face of the pipe getting in between the washers. Four minutes' delay at Virár.	
METRE GAUGE.				
Eastern Bengal (state)—Northern and Behar sections.	Vacuum Automatic.	3rd July 1894.	(i) and (ii)—Nil. (iii) Failure of machinery.—No. 21 up mail detained five minutes at Jalpáiguri, owing to the coupling pipe of a saloon carriage having come off the plug. Cause unknown.	
		16th July 1894.	(iii) Failure of machinery.—No. 21 up mail of the 15th July 1894, while approaching Jalpáiguri, was detained five minutes about a mile from the station to put the vacuum brake out of operation on account of the small vacuum chamber of pipe having become disconnected through stripped screw.	54,883
		22nd September 1894.	(iii) Failure of machinery.—No. 22 down mail detained seven minutes at Párbatipur to put the vacuum brake out of operation on account of the vacuum steam pipe nut packing having blown out.	

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 11TH AUGUST 1894, AND FROM 1ST JULY TO 10TH AUGUST 1895.

N.B. - As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	WEEK ENDING 11TH AUGUST 1894.				WEEK ENDING 10TH AUGUST 1895.				Earnings from 1st July to 11th August 1894.	Earnings from 1st July to 10th August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
<i>Standard gauge—</i>													
East Indian	556	1,683	7,58,587	451	1,710	7,72,400	452	50,84,428	49,63,767	...	1,20,661		
Bengal-Nagpur	109	862	72,558	84	802	59,060	69	4,24,707	3,94,206	...	30,501		
Indian Midland (a)	132	752	94,212	125	752	57,302	76	5,31,692	3,90,782	...	1,34,910		
Bezwada Extension	198	21	3,866	21	21	2,375	137	19,440	17,263	...	2,172		
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	236	1,719	4,38,668	255	1,790	2,57,420	144	21,52,895	18,08,120	...	2,54,775		
Palanpur-Deesa	37	17	478	28	17	710	42	3,043	4,480	...	1,437		
South Indian	154	1,042	1,47,500	142	1,042	1,54,485	148	9,49,356	9,87,182	...	37,826		
Mayavaram-Mutpet	82	54	3,571	66	54	3,807	71	24,374	30,336	...	5,962		
Southern Mahratta (c)	90	1,165	1,07,456	92	1,165	1,02,372	88	6,51,895	6,77,487	...	25,592		
Bengal and North-Western (d)	121	756	74,227	98	756	74,100	98	5,41,514	4,95,150	...	47,164		
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	7,604	38	200	8,810	44	65,611	67,361	...	3,220		
Assam-Bengal . . . . .	...	...	...	...	125	5,958	47	...	31,689	...	31,689	
TOTAL	237	8,271	17,08,796	207	8,497	14,99,308	176	1,04,49,755	99,58,828	...	4,90,927		
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (e)	242	2,511	3,87,097	154	2,511	5,68,298	226	31,92,611	38,52,898	6,60,287	...	...
Oudh and Rohilkhand (state)	238	797	1,62,572	204	797	1,23,570	155	10,75,265	9,83,892	...	91,373		
Eastern Bengal (state) (including metre and 2' 6" gauges)	382	813	2,51,703	312	813	2,47,450	304	12,68,114	11,51,340	...	1,16,774		
Bengal Central (f)	127	125	18,689	150	125	15,460	124	85,429	80,820	...	1,391		
East Coast (state)	90	321	21,371	67	397	29,625	67	1,38,227	1,88,582	...	50,355		
<i>Metre gauge—</i>													
Burma (state)	131	730	81,526	112	747	1,01,920	136	6,66,737	5,62,037	...	1,04,700		
<i>Special gauges—</i>													
Jorhat (state provincial)	61	25	2,007	80	25	2,339	94	11,071	10,663	...	408		
Cherra-Companyganj (state provincial)	59	8	361	45	8	477	60	2,383	1,662	...	721		
TOTAL	235	5,330	9,26,916	174	5,423	10,86,145	200	64,39,837	68,17,894	3,98,057	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (g)	341	1,490	4,24,628	285	1,490	3,20,645	215	24,62,560	21,17,125	...	3,45,435		
Bombay, Baroda and Central India	510	401	2,64,789	574	461	1,61,000	349	10,00,023	11,02,000	95,977	...	...
Madras	236	840	1,09,407	234	840	1,06,307	234	12,12,441	12,32,999	20,558	...	...
TOTAL	340	2,791	8,84,824	317	2,791	6,78,012	243	47,70,824	45,42,124	...	2,28,700		
TOTAL (GUARANTEED AND STATE)	251	16,392	35,21,536	215	16,711	32,63,465	195	2,16,60,416	2,13,39,846	...	3,21,570		
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	152	161	19,041	118	161	29,363	126	1,35,652	1,40,703	5,051	...	...
Tarkessur	222	22	4,640	211	22	4,661	212	29,045	30,835	1,190	...	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	116	67	5,551	83	66	5,510	83	41,258	42,743	1,485	...	...
Bengal Doocars	148	36	4,379	122	36	4,590	128	23,527	27,990	4,463	...	...
Dibru-Sadiya	130	78	11,939	153	78	12,565	161	67,990	60,322	...	1,674		
<i>Special gauge—</i>													
Darjeeling-Himalayan	248	51	10,809	212	51	10,071	215	68,262	64,703	441	...	...
TOTAL	157	415	56,349	136	414	58,660	142	3,66,340	3,77,206	10,956	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	171	333	57,193	172	333	48,254	145	3,31,074	2,89,521	...	41,553		
The Gaekwar's Petlad	89	13	827	64	13	1,110	85	5,121	5,740	419	...	...
Rajpura-Bhatinda	257	108	21,653	200	108	16,800	146	1,22,266	1,47,169	24,903	...	...
Kolar Gold-fields	241	10	3,342	334	10	2,782	278	17,932	19,883	1,951	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (h)	87	362	29,754	82	362	29,409	81	1,78,270	1,88,620	10,350	...	...
The Gaekwar's Mahana	60	93	4,408	48	93	3,750	40	24,510	24,810	291	...	...
Kolhapur	71	29	2,021	70	29	1,801	62	11,776	10,425	...	1,351		
<i>Special gauge—</i>													
The Gaekwar's Dahdoi	47	72	2,977	41	72	2,610	36	12,509	14,700	2,191	...	...
Cooch Behar	40	22	629	29	22	470	21	3,712	2,680	...	1,032		
TOTAL	126	1,042	1,22,864	118	1,042	1,07,067	103	7,07,379	7,03,548	...	3,831		
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	81	334	23,829	71	334	17,382	52	1,12,731	1,06,176	...	6,555		
Jetalpur-Rajkot	61	46	2,600	57	46	2,625	57	13,695	14,603	910	...	...
Jodhpur-Bikaner	48	364	18,794	52	364	13,000	26	4,11,190	86,900	...	24,990		
Oodypore-Chitor . . . . .	...	...	...	...	60	520	9	...	(i) 930	930	...	...
<i>Special gauge—</i>													
Morvi	46	94	4,967	53	94	5,514	59	24,962	31,608	6,646	...	...
TOTAL	63	838	50,180	60	898	39,041	43	2,62,578	2,40,419	...	22,159		
GRAND TOTAL	234	18,687	17,50,939	201	19,065	34,68,233	182	2,20,66,713	2,16,60,109	...	3,36,604		

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Ritlam railway.

(c) Includes the Guntakal Mysore frontier section.

(d) Includes the Tichot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Shalipalli railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(i) Total earnings from 1st to 10th August 1895.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XVII of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 11TH AUGUST 1894.				WEEK ENDING 10TH AUGUST 1895.				Earnings from 1st April to 11th August 1894.	Earnings from 1st April to 10th August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
State lines worked by companies.													
<i>Standard gauge—</i>													
East Indian	599	1,683	7,58,587	451	1,710	7,72,400	452	1,88,35,564	1,96,42,338	8,06,774	...	...
Bengal-Nagpur	152	862	72,558	84	862	59,060	69	23,05,138	23,78,456	73,318	...	...
Indian Midland (a)	144	752	94,212	125	752	57,302	76	21,50,999	16,51,875	...	4,98,424	...	
Bezwada Extension	170	21	3,866	184	21	2,875	137	53,454	59,511	6,057	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	279	1,719	4,38,668	255	1,790	2,57,420	144	96,77,940	92,14,024	...	4,63,916	...	
Palampur-Deesa	44	17	478	28	17	710	42	13,859	16,204	2,345	...	...
South Indian	154	1,042	1,47,509	142	1,042	1,54,485	148	30,74,691	33,71,771	2,97,080	...	...
Mayavaram-Mutpet	75	54	3,571	66	54	3,807	71	(c) 72,925	96,237	23,312	...	...
Southern Mahratta (d)	105	1,105	1,07,459	92	1,165	1,02,372	88	25,87,381	26,29,234	41,853	...	...
Bengal and North-Western (e)	146	756	74,287	98	756	74,100	98	22,78,584	21,48,230	...	1,39,354	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	7,604	38	200	8,819	44	3,15,435	2,87,511	...	27,924	...	
Assam-Bengal	...	...	...	...	128	5,938	47	...	(f) 31,689	31,689	...	...
TOTAL	259	8,271	17,08,796	207	8,497	14,99,308	176	4,13,65,270	4,15,27,080	1,61,810	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (g)	252	2,511	3,87,097	154	2,511	5,68,298	226	1,15,23,241	1,43,71,639	28,48,398	...	...
Oudh and Rohilkhand (state)	270	797	1,62,572	204	797	1,73,570	155	40,31,305	38,35,817	...	1,95,488	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,53,203	312	813	2,47,450	304	40,20,584	39,49,405	...	71,179	...	
Bengal Central (h)	130	125	18,689	150	125	15,460	124	2,93,583	2,94,305	722	...	...
East Coast (state)	99	321	21,371	67	397	20,625	67	5,52,454	7,20,985	1,68,531	...	...
<i>Metre gauge—</i>													
Burma (state)	164	730	81,526	112	747	1,01,926	136	22,32,914	22,76,826	43,912	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	55	25	2,007	80	25	2,339	94	27,704	32,003	4,299	...	...
Cherra-Companyganj (state provincial)	64	8	361	45	8	477	60	8,921	6,151	...	2,770	...	
TOTAL	243	5,330	9,26,916	174	5,423	10,86,145	200	2,26,90,706	2,54,87,131	27,96,425	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (i)	442	1,490	4,24,628	285	1,490	3,20,645	215	1,32,86,628	1,14,90,464	...	17,96,164	...	
Bombay, Baroda and Central India	678	401	2,64,789	574	401	1,61,000	349	64,39,312	73,92,818	9,53,506	...	...
Madras	243	840	1,90,407	234	840	1,96,367	234	38,57,749	41,29,747	2,71,998	...	...
TOTAL	421	2,791	8,85,824	317	2,791	6,78,012	243	2,35,83,689	2,30,13,029	...	5,70,660	...	
TOTAL (GUARANTEED AND STATE).													
	281	16,392	35,21,536	215	16,711	32,63,465	195	8,76,39,665	9,00,27,240	23,87,575	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	165	161	19,041	118	161	20,363	126	5,12,417	5,41,062	29,545	...	...
Tarkessur	209	22	4,640	211	22	4,661	212	1,22,619	1,19,752	...	2,867	...	
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	121	67	5,551	83	66	5,510	83	1,76,479	1,74,066	...	2,413	...	
Bengal Doorga	161	36	4,379	122	36	4,590	128	60,504	74,521	14,017	...	...
Dibru-Sadiya	136	78	11,939	153	78	12,565	161	1,98,263	2,07,077	9,414	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	249	51	10,809	212	51	10,971	215	2,43,323	3,04,058	60,735	...	...
TOTAL	164	415	56,359	136	414	58,660	142	13,13,605	14,22,036	1,08,431	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	187	333	57,193	172	333	48,254	145	12,08,275	11,45,714	...	62,561	...	
The Gaekwar's Petlad	105	13	827	64	13	1,110	85	27,643	30,038	2,395	...	...
Rajpura-Bhatinda	271	108	21,653	200	108	16,800	156	4,46,623	4,67,197	20,574	...	...
Kolar Gold-fields	260	10	3,342	334	10	2,782	278	(j) 31,151	56,508	25,357	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (k)	89	362	29,754	82	362	29,490	81	6,15,018	6,32,617	17,599	...	...
The Gaekwar's Mehsana	74	93	4,468	48	93	3,750	40	1,40,561	1,28,029	...	12,532	...	
Kolhapur	81	29	2,021	70	29	1,801	62	50,974	45,957	...	5,017	...	
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	59	72	2,977	41	72	2,610	36	91,610	1,05,989	14,379	...	...
Cooch Behar	45	22	629	29	22	470	21	14,513	13,371	...	1,142	...	
TOTAL	136	1,042	1,22,864	118	1,042	1,07,067	103	26,26,368	26,25,420	...	948	...	
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Portbandar	103	334	23,829	71	334	17,382	52	6,94,960	8,23,600	1,28,640	...	...
Jetalsar-Rajkot	68	46	2,600	57	46	2,625	57	56,932	67,924	10,992	...	...
Jodhpur-Bikaner	58	364	18,784	52	364	13,000	39	4,66,455	3,82,632	...	83,823	...	
Odeypore-Chitor	...	...	...	...	60	520	9	...	(l) 930	930	...	...
<i>Special gauge—</i>													
Morvi	65	94	4,967	53	94	5,514	59	1,22,703	1,54,197	31,494	...	...
TOTAL	78	838	50,180	60	898	39,041	45	13,41,050	14,29,283	88,233	...	...
GRAND TOTAL													
	261	18,687	37,50,939	201	19,065	34,68,233	182	9,20,20,688	9,55,03,979	25,83,291	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from and April to 11th August 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Total earnings from 1st July to 10th August 1895.

(g) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(i) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amraoti railways.

(j) Total earnings from 1st June to 11th August 1894.

(k) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(l) Total earnings from 1st to 10th August 1895.

F. B. HEBBERT,
Under Secretary.

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SEALA, the 22nd August 1895.

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SUPPLEMENT TO
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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1895.

[illegible]

[illegible]

(a) Not stated.

† Not procurable.

Kalni,

RETAIL PRICES FOR THE 2nd HALF OF JULY 1895—continued.

QUANTITIES PER RUPEE IN SERGS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, short.		Rice, common.		Jawar or Cholam (Sorghum vulgare).		Bajra or Cumbu (Pennisetia glauca).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		Mandi or Kandi (Eleusine indica).		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9 Nine pics per bundle.

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RETAIL PRICES FOR THE 2ND HALF OF JULY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		HABBY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OF GHOLAH (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).		MARUA OR RAGI (Eleusine indica).		KARUNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHOLA, KADALAY OR SUNDARA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR TUR, CADIAN PEA (Cajanus indicus).		PIGWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Punjab—																										
<i>Southern—</i>																										
Hissar	19 0	18 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0
Ferozepore	18 0	17 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0
Montgomery	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0
Central—																										
Gurgaon	19 0	18 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0
Delhi	18 0	17 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0
Rohtak	18 0	17 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0
Karnal	17 0	16 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0	18 0	17 0
Lahore	18 0	17 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0
Sub-montane—																										
Ambala	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0
Ludhiana	19 0	18 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0
Jullundur	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0
Ferozepore	19 0	18 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0	20 0	19 0
Gurdaspur	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0
Amritsar	18 0	17 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0
Hills—																										
Simla	12 0	11 0	13 0	12 0	14 0	13 0	15 0	14 0	16 0	15 0	17 0	16 0	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0
Kangra	10 0	9 0	11 0	10 0	12 0	11 0	13 0	12 0	14 0	13 0	15 0	14 0	16 0	15 0	17 0	16 0	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0
North-western—																										
Sialkot	18 0	17 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0
Gujranwala	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0
Gujrat	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0
Belum	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0
Rawalpindi	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0
Hazara	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0
Peshawar	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0
Kohat	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0
Western—																										
Shahpur	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0	34 0	33 0	35 0	34 0
Jhang	17 0	16 0	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0
Multan	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0
Banne	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0	34 0	33 0	35 0	34 0	36 0	35 0	37 0	36 0	38 0	37 0	39 0	38 0	40 0	39 0	41 0	40 0	42 0	41 0
D. I. Khan	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0	33 0	32 0	34 0	33 0	35 0	34 0	36 0	35 0	37 0	36 0
Muzaffargarh	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0	28 0	27 0	29 0	28 0	30 0	29 0	31 0	30 0	32 0	31 0
D. G. Khan	18 0	17 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0	19 0	18 0
Sind and Baluchistan—																										
Karachi	13 0	12 0	14 0	13 0	15 0	14 0	16 0	15 0	17 0	16 0	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0
Hyderabad	14 0	13 0	15 0	14 0	16 0	15 0	17 0	16 0	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0
Sukkur (Chikharpur)	15 0	14 0	16 0	15 0	17 0	16 0	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0
Sargodha	15 0	14 0	16 0	15 0	17 0	16 0	18 0	17 0	19 0	18 0	20 0	19 0	21 0	20 0	22 0	21 0	23 0	22 0	24 0	23 0	25 0	24 0	26 0	25 0	27 0	26 0

RETAIL PRICES FOR THE 2ND HALF OF JULY 1895—continued.
QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BROWN SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR GURRU (<i>Pennisetia spicata</i>).		MARUA OR RAGI (<i>Eleusine coracana</i>).		KANKANI OR ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SONAGA (<i>Cicer arietinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR TUR, CADIAN PEA (<i>Cajanus indicus</i>).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Madras—																										
Malabar Coast—																										
Malabar	12 4	12 8	12 0	12 0	7 12	7 12	9 4	9 8	28 0	28 0	28 0	28 0	26 0	25 0	26 0	26 0	11 8	12 0	12 0	12 0	11 8	12 0	96 0	96 0	10 0	10 0
S. Canara	13 8	13 8	10 0	10 0	7 8	7 8	9 0	9 8	21 8	21 8	17 0	18 0	32 0	32 0	13 0	14 0	10 8	10 0	12 0	12 0	11 8	12 0	45 0	45 0	10 0	10 0
South coast—																										
Calicut	13 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	30 0	30 0	34 0	34 0	38 0	38 0	11 0	11 0	11 0	11 0	11 0	11 0	200 0	200 0	9 0	9 0
Nileiris	10 0	10 0	11 0	11 0	8 0	8 0	10 0	10 0	20 0	20 0	20 0	20 0	24 0	24 0	24 0	24 0	10 0	10 0	10 0	10 0	10 0	10 0	240 0	240 0	10 0	10 0
Salem	12 10	12 10	11 0	11 0	8 11	8 11	11 13	11 9	28 6	29 6	20 0	20 0	37 4	30 12	42 0	40 0	10 8	10 8	10 0	10 0	10 0	10 0	320 0	320 0	10 0	10 0
Central—																										
Bellary	15 0	15 0	14 0	14 0	13 0	13 0	11 0	11 0	36 0	36 0	20 0	20 0	48 0	48 0	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Anantapur	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Cuddapah	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Kurool	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
East Coast, north—																										
Ganjum	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Vizagapatam	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Godavari	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
East Coast, central—																										
Kistna	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Nellore	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
East Coast, south—																										
Madras	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Chingleput	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
N. Arcot	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
S. Arcot	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Tanjore	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Trichinopoly	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Southern—																										
Tinnevely	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Madura	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Mysore—																										
Mysore	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Bangalore	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Kolar	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Tirunelveli	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Tirunelveli	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Kannur	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Kannur	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Calicut	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Calicut	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Coorg—																										
Coorg	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0
Aden	13 0	13 0	12 0	12 0	10 0	10 0	11 0	11 0	28 0	28 0	20 0	20 0	37 4	30 12	42 0	40 0	13 0	13 0	10 0	10 0	10 0	10 0	330 0	330 0	9 0	9 0

* Not sold.

J. F. FINLAY.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, August 24th, 1895.

During the week under review the weather over the Indian region has been governed by two very different sets of conditions. During the first part of the week the low pressure trough, which ordinarily lies, during the monsoon months, over the south side of the Gangetic plain, was pushed northward over the hills, and as a result there were none of the south-easterly winds which ordinarily prevail between the Himalayas and the Ganges. In place of the south-easterly winds, a westerly current was reported both there and over the central parts of the country and the Peninsula. This westerly current was dry, and, during its continuance, rain was practically confined to the extreme south of the Peninsula, Burma, Bengal, and a few places along the foot of the hills. These conditions lasted from the 18th to 21st. On the 22nd a depression began to appear over the head of the Bay, and at the same time easterly winds began to blow up the Gangetic plain, and rain to fall on the North-West Himalayas. From that date until the close of the week the storm very slowly intensified, and on the 24th was shown as a well-defined though shallow disturbance off the Orissa Coast, while the trough of low pressure over the Gangetic plain and other characteristics of the normal monsoon distribution of pressure began to appear. At the same time rain very slowly extended over India.

Daily Summary.—*Sunday, 18th August.*—Pressure had decreased over the Bay area and increased elsewhere, the change being rapid in the Indus Valley. Readings were highest in Ceylon, decreased slowly northward, and were lowest along the foot of the hills. The winds were variable in North-Eastern India and generally westerly elsewhere, with an inclination to draw into north on the West Coast. The mean temperature was excessive in the south and in defect in the north. Showers of rain had fallen in the south of the Peninsula, North-Eastern India, and along the line of the hills.

Monday.—Pressure had decreased briskly over Lower Burma and increased briskly over Lower Sind, but elsewhere the changes were generally small. The distribution of pressure was unaltered, and the wind directions were practically unchanged. The mean temperature was in defect in the extreme north and extreme south and in excess elsewhere. Rain had fallen over a considerable part of the Peninsula and a large part of North-Eastern India.

Tuesday.—Pressure had decreased almost everywhere, but the general distribution was still practically unchanged, readings decreasing from Ceylon northwards to the Himalayas. The winds were southerly in Burma and the Indus Valley and westerly to north-westerly elsewhere. The mean temperature was lower than usual in Assam and Madras and higher than usual elsewhere. Rain had again fallen over the south of the Peninsula and in North-Eastern India, while there had been practically none elsewhere.

Wednesday.—Pressure had decreased over North-Western India and increased elsewhere—most in Burma. The distribution was again unchanged in its main features, though there were indications of the appearance of a low pressure area over the Bay. The winds were southerly to south-easterly over Burma and Bengal, southerly in the Indus Valley, and generally westerly in other parts of the country, though on the West Coast the directions were variable. The mean temperature was generally excessive, except in Madras, Orissa, and Assam. Rain continued to fall over the south of the Peninsula and over North-Eastern India.

Thursday.—Pressure had changed very little, but the general inclination was upward. There were now evident signs of the development of a depression over the head of the Bay, but elsewhere the changes in the distribution were small. The winds were variable with a slight cyclonic tendency over North-Eastern India, but remained generally westerly elsewhere. The mean temperature was low in Madras, Assam, and North Bengal, and high in all the other provinces, the abnormal excess being large in the Punjab and Sind. Rain had again fallen over the Peninsula and North-Eastern India, but the fall was now extending, and rain was also reported from the North-West Himalayas.

Friday.—Pressure changes were small, comprising a slight fall over the Bay and a slight rise elsewhere. The depression over the Bay was developing, but was still a very feeble disturbance. The winds were cyclonic over North-Eastern India and easterly winds were beginning to spread up the Gangetic plain. In other places the winds were little changed. The mean temperature was low over the Bay area, North-Eastern India and the Indus Valley, and was high elsewhere. Rain continued over the Peninsula and North-Eastern India, and was extending slightly over the Central Provinces and the Gangetic plain.

Saturday.—Pressure was increasing over Upper Burma, the Gangetic plain and the Punjab, and decreasing in all other parts of the Indian region. The storm over the Bay was now a well defined though still very feeble disturbance. Gradients were steeper than of late—more particularly over the Bay. The winds were northerly on a large part of the West Coast, were cyclonic over Eastern and North-Eastern India, and south-westerly elsewhere. The mean temperature was in defect of the normal in North and West Bengal, the Indus Valley and the south of the Peninsula, and in considerable to large excess over North-Western and Central India. Rain continued to extend very slowly both over the Central Provinces and up the Gangetic plain.

Temperature.—As shown above, the rainfall of the week has been mainly confined to the south of the Peninsula and to North-Eastern India, and even in these two localities has been far from heavy. As a result, the temperature has been generally higher than usual, but especially so over the central and north-western parts of India, where practically no rain fell during the week. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	AUGUST 1895.							Mean variation of week.
	18th	19th	20th	21st	22nd	23rd	24th	
	°	°	°	°	°	°	°	°
Burma	+0.5	+0.4	+1.4	+0.8	—0.4	—0.5	+0.9	+0.4
Bengal and Assam	—0.8	0	+1.3	+0.4	+0.5	—0.2	+0.1	+0.2
North-Western Provinces and Oudh	—1.3	+0.3	+1.3	+2.9	+3.2	+2.8	+2.2	+1.6
Punjab	—4.0	—0.6	+1.8	+3.6	+4.4	+4.4	+4.2	+2.0
Bombay	+1.3	+1.5	+1.1	+1.2	+0.2	+1.0	+0.7	+1.0
Central Provinces and Berar	+0.2	+1.6	+1.5	+2.1	+3.1	+2.9	+1.6	+1.9
Central India and Gujarat	+0.2	+0.4	+0.6	+1.3	+2.1	+2.3	+1.1	+1.1
Sind and Rajputana	—0.9	+0.2	+0.7	+1.9	+2.0	+1.3	+0.6	+0.8
Madras	+1.6	+0.6	—1.3	—1.4	—1.3	+0.9	+0.3	—0.1
Mean for whole of India	—0.4	+0.5	+0.9	+1.4	+1.6	+1.7	+1.3	+1.0

The means for the whole country show that temperature rose steadily during the greater part of the week, the coolest day relatively to the average having been the 18th—the warmest the 23rd; and that the mean variation for the week for India was 1.0° above the normal. On the 24th the mean temperature of all the provinces of India exceeded the normal average. The provincial variations show that the general temperature of the week was about normal in Burma, Bengal, Assam, Sind, Rajputana, and Madras, and was in excess in all the other provinces. The abnormal excess was greatest in the Punjab, where during the last four days of the week the variation was considerable. In Bombay and the whole of the central parts of India the mean temperature was steadily above the average throughout the week. The following were the highest temperatures recorded on each day:

On August 18th the highest maximum reported was	101.5°	at Jacobabad.
" 19th	"	"
" 20th	"	"
" 21st	"	"
" 22nd	"	"
" 23rd	"	"
" 24th	"	"

The above shows that the area of greatest heat during the week lay over the south of the Punjab and Upper Sind.

Rain.—At the beginning of the week conditions were the same as those reported at the close of the last period. The trough of lowest pressure lay along and close to the Himalayas and there were no south-easterly winds blowing from the Bay into Upper India, while at the same time the monsoon current passing from the Arabian Sea into India was moderate in force and brought up very little rain. As a result, there was little or no rain over a large part of India, *vis.*, the north-west and the centre of India and the head of the Peninsula, during the early part of the week. On the other hand, in Burma, Assam, and Bengal, which were under the influence of the Bay current, the rainfall was fairly steady and continuous though not very heavy. About the middle of the week a change commenced. A depression appeared over the head of the Bay and the Bay current began to curve round towards Northern India and to penetrate some distance up the Gangetic plain. In addition, the appearance of the depression over the Bay occasioned a slight increase in the strength and rain bearing qualities of the Arabian Sea current, so that from both sides of India rainfall increased and at the close of the week became more general than at the commencement. Still, notwithstanding this improvement, the week's rainfall, as will be seen from the table at the close of the summary, has been generally and in places largely defective. In Central and Upper Burma the rainfall throughout the week was very light: thus, Yame-thin had four light showers with a total of 0·13 inch, Myingyan one shower of 0·19 inch, and Kyaukse one shower of 0·19 inch. The table at the close shows the rainfall data. From this it will be seen that in only fourteen districts was the rainfall in excess of the average, while in thirty-seven it was in defect. The region of excess included the following divisions:—Tenasserim and Lower Burma, Assam (Surma), North Bengal, North Bihar, Madras (south-central), Mysore, the East Coast (all divisions), Hyderabad (south), and Madras (central and south). Roughly, the regions of excess were the centre and east of the Peninsula, the south of the Burma Peninsula and the foot of the Eastern Himalayas. The only case of large excess was the Tenasserim Division. The deficiency was largest, exceeding 2 inches, in the North-Western Provinces (east, central, and submontane divisions), Oudh, the hill districts of the Punjab, Coorg, the Konkan, the Central Provinces (west and centre), Central India, and Rajputana (east). The heaviest average actual rainfall was 12·38 inches in Tenasserim, followed by 6·26 inches in Assam (Surma), by 5·10 inches in North Bengal, and by 4½ inches in Lower Burma and Tenasserim; while Sind, Rajputana, and Central India (west) had absolutely no rain during the week, and the North-Western Provinces (central and west), the Punjab (south and west), Berar, and Central India (east) had less than one-tenth of an inch as the total fall for the week.

The returns of the sudder stations show that rain fell daily in Lower Burma, the greater part of Bengal and Bihar, as well as in Malabar, the Konkan, and Ganjam, and as scattered showers during the week in Upper Burma, Mysore, the Deccan, and Madras, while in other parts of India the rainfall occurred mostly on the first and on the last day of the week.

The three concluding columns of the table exhibit the state of the seasonal rainfall. Notwithstanding the shortness of the rain during the week under review, the rainfall since the beginning of June had in the great majority of cases been nearly normal, *i.e.*, it shows a departure from the average of less than 20 per cent. The exceptions are as follows. In Central Burma, Arakan, East Bengal, Deltaic Bengal, Central Bengal, Punjab (submontane), Berar, Gujarat, Rajputana, Central India (west), and Madras (south) the total rainfall is in defect by amounts varying between 21 and 34 per cent., while in Orissa and the East Coast (north and central) there is an abnormal excess of between 28 and 52 per cent.

The following are the more important totals recorded during the week:—Amherst 12·38 inches, Cherra Poonjee 14·91 inches, Kurseong 13·25 inches, Madhubani (Darbhanga) 8·94 inches, Karkala (South Kanara) 6·47 inches, Devala (Nilgiris) 8·76 inches, Bovda (Kolhapur) 5·44 inches, Drug (Raipur) 5·54 inches, Chipurupalle (Vizagapatam) 7·45 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING AUGUST 24TH, 1895.			RAINFALL DATA FROM JUNE 2ND TO AUGUST 24TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to August 24th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	12'38	7'96	+ 4'42	107'61	116'28	- 7
	Lower Burma	4'52	4'43	+ 0'09	55'20	57'49	- 4
	Central Burma	1'40	2'86	- 1'46	28'74	30'58	- 21
	Upper Burma	1'61	?	?	14'84	?	?
	Arakan	4'40	5'73	- 1'33	91'81	124'90	- 26
BENGAL AND ASSAM	East Bengal	2'82	3'70	- 0'88	38'36	53'50	- 28
	Assam (Surma)	6'26	6'15	+ 0'11	86'82	92'46	- 6
	Do. (Brahmaputra)	3'17	3'23	- 0'06	44'71	41'47	+ 8
	Deltaic Bengal	2'08	2'96	- 0'88	22'40	32'96	- 32
	Central Bengal	1'83	2'75	- 0'92	23'84	31'91	- 25
	North Bengal	5'10	3'83	+ 1'27	63'18	60'54	+ 4
	Orissa	1'43	2'62	- 1'19	39'67	30'99	+ 28
	Chota Nagpur	1'49	3'13	- 1'64	30'37	32'80	- 7
	Bihar (South)	1'83	2'61	- 0'78	24'08	27'05	- 11
	Do. (North)	3'69	2'18	+ 1'51	34'48	29'73	- 16
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0'18	2'68	- 2'50	22'64	25'08	- 10
	Do. (Submontane) (a)	1'43	2'21	- 0'78	29'09	26'38	+ 10
	Oudh (South)	0'19	2'45	- 2'26	23'71	23'43	+ 1
	Do. (North)	0'36	2'36	- 2'00	26'25	25'28	+ 4
	North-Western Provinces (Central).	0'01	2'53	- 2'52	22'80	22'77	0
	North-Western Provinces (West).	0'03	1'78	- 1'75	19'05	18'69	+ 2
	North-Western Provinces (Submontane) (b)	0'17	2'40	- 2'23	31'31	29'00	+ 8
PUNJAB	Punjab (South)	0'06	0'77	- 0'71	7'12	8'57	- 17
	Do. (Central)	0'13	1'12	- 0'99	11'84	13'75	- 14
	Do. (Submontane)	0'13	1'51	- 1'38	14'21	18'08	- 21
	Do. (Hill Districts)	0'59	3'54	- 2'95	52'49	47'84	+ 10
	Do. (North-West)	0'14	1'12	- 0'98	10'85	11'63	- 7
	Do. (West)	0'04	0'42	- 0'38	4'34	4'56	- 5
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	1'86	3'28	- 1'42	78'20	78'93	- 1
	Madras (South Central)	2'69	1'04	+ 1'65	16'46	14'83	+ 11
	Coorg	3'41	5'88	- 2'47	76'49	88'39	- 13
	Mysore	1'22	0'83	+ 0'39	13'58	16'21	- 15
	Konkan	1'90	4'51	- 2'61	84'34	90'14	- 6
	Bombay Deccan	0'28	0'85	- 0'57	17'64	16'44	+ 7
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'19	1'15	- 0'96	13'34	13'13	+ 2
CENTRAL PROVINCES AND BERAR.	Berar	0'07	1'46	- 1'39	17'35	22'73	- 24
	Central Provinces (West)	0'13	2'16	- 2'03	25'33	26'93	- 6
	Ditto (Central)	0'79	2'85	- 2'06	34'58	37'28	- 7
	Ditto (East)	2'33	2'96	- 0'63	41'55	34'69	+ 20
BOMBAY (NORTH)	Gujarat	0'26	2'18	- 1'92	25'94	32'89	- 21
	Kathiawar	0'10	0'57	- 0'47	12'52	14'64	- 14
	Sind	0	0'17	- 0'17	3'52	3'80	- 7
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0'07	2'10	- 2'03	22'80	27'09	- 16
	Rajputana (East), Central	0	2'15	- 2'15	13'04	20'13	- 34
	India (West).	0	1'02	- 1'02	7'33	9'69	- 24
MADRAS	Rajputana (West)	0	1'02	- 1'02	7'33	9'69	- 24
	East Coast (North)	2'51	1'28	+ 1'23	23'86	15'73	+ 52
	Ditto (ditto) (a)	3'85	2'15	+ 1'70	36'07	30'83	+ 6
	Hyderabad (South)	1'60	1'58	+ 0'02	14'81	13'93	+ 6
	Madras (Central)	1'25	0'65	+ 0'60	8'01	9'28	- 14
	East Coast (Central)	1'88	0'87	+ 1'01	12'81	9'58	+ 34
	Ditto (South)	1'96	1'03	+ 0'93	8'45	9'13	- 7
	Madras (South)	1'28	0'47	+ 0'81	2'76	3'56	- 22

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

SIMLA, 29th August 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 24th August.*—The rainfall has been general in most districts, but light in Tinnevely. Agricultural operations are progressing and the standing crops are generally in fair condition, but are suffering for want of rain in parts of the Deccan, Central, and Southern districts, where irrigation supplies are also inadequate. Some harvest is in progress in almost every district, with generally moderate yield. Pasturage and fodder are sufficient. The condition of cattle is generally good. Prices are generally stationary, but some dry grains are cheaper in parts of the Carnatic, Central, and Southern districts.

Bombay.—*For week ending 28th August.*—Rain throughout the Presidency Proper, except in two districts and in Karachi; generally slight. More rain is required in Thana and in parts of Baroda territory and in all districts of the Deccan and Karnatak for the standing crops which are withering in Bijapur and parts of Ahmednagar and Sholapur. The water-supply is deficient in parts of Sind. Sowing of the early crops is progressing in five, and transplantation in three, districts. Transplantation is retarded in parts of Baroda territory for want of rain. Preparations for the late crops continue in eight districts. Fodder is scarce in parts of three districts. Agricultural stock in good condition, except in parts of Sholapur. Prices are normal, except in parts of Ahmednagar, Sholapur, and Satara.

Bengal.—*For week ending 26th August.*—There was rain throughout the Province during the week. The prospects of the winter rice crop are generally favourable, except in the Burdwan and Presidency divisions where considerable portions of land remain yet uncultivated for want of sufficient rain. The early rice and jute are being harvested. The former is expected to yield a good and the latter a fair outturn. The state of the autumn crops in Bihar and Chota Nagpur is satisfactory. Sugarcane is promising. The price of common rice is almost stationary. The flooding of the Raidak river which occurred in Jalpai-guri on the 9th of July is reported to have caused much loss of property and cattle in tahsil Kumangram. Advances are being given under the Agriculturists Loans Act.

North-Western Provinces and Oudh.—*For week ending 28th August.*—The rainfall has been very light during the week, and in four districts no rain fell. In most districts more rain is much needed. Slight damage to the crops from floods is reported from Gorakhpur and Meerut. The autumn crops are thriving and prospects continue favourable. Weeding and transplanting are still going on. Sugarcane is doing well. Preparations for the spring sowings are progressing. Fodder and supplies are sufficient. Prices are generally stationary, but are rising in a few districts.

Punjab.—*For week ending 28th August.*—Rain has fallen in eight districts only. The autumn sowings are completed and irrigation is in progress. Ploughings for the spring crops have commenced in some districts. The standing crops are generally flourishing, and their condition is said to be good to average. The crops in Hissar are withering, and more rain is urgently needed in most districts. Rats are damaging the crops in parts of Ferozepore. Cattle are generally in good condition and fodder is sufficient throughout the Province. Prices continue high in Umballa and are rising in Jullundur, but are normal in Ferozepore and Sialkot and continue low elsewhere.

Central Provinces.—*For week ending 28th August.*—There was but little rain during the first part of the week; since then good seasonable showers have fallen in most districts. The rainfall in Nagpur on the 25th was exceptionally heavy. Prospects have improved in Seoni and Damoh. The crops generally are in good condition, though more rain is required in the south of the Nerbudda Valley. Prices are above normal in the plateau districts.

Burma.—*For week ending 24th August.*—In Lower Burma the crop prospects are still very poor in the Paungde sub-division of the Prome district, but are good in all other districts. In Upper Burma prospects in Bhamo, Myitkyina, Katha, and the Ruby Mines are good. Fair rain has fallen in Mandalay, Shwebo, Sagaing, Lower Chindwin, Pakokku, Thayetmyo, Minbu, and Magwe. This has had the effect of reviving some of the paddy nurseries and enabling agricultural operations to be carried on. More rain is still required for all crops, and if it comes a fair crop may still be obtained in these districts. Very little rain has fallen during the week in Kyaukse, Meiktila, Yamethin and Myingyan, and prospects in these districts are worse than last week. The standing crops in the Upper Chindwin are said to be backward. The price of paddy has risen slightly in Thongwa, Shwebo, and Magwe and fallen considerably in Thayetmyo; elsewhere prices are stationary.

Assam.—*For week ending 27th August.*—Weather seasonable. Reaping of the early and transplanting of the late rice continue. Tea blight is reported from Cachar. The condition of cattle is fair. The fodder-supply is indifferent, but water is sufficient.

Mysore and Coorg.—*For week ending 28th August.*—**MYSORE:** Rainfall good in parts of Bangalore, Kolar, and Mysore; slight rain elsewhere. The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been sown in parts. Prices have slightly risen in the Kadur and Chitaldroog districts.

COORG: Rainfall good. Transplanting of rice continues. The coffee and cardamom crops are maturing. *Ragi* (*Eleusine coracana*) is coming into ear. Fodder and water for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 28th August.*—**BERAR:** Weather cool. The crops are reported to be in good condition in Amraoti, Buldana, and Wun, and fair in the remaining districts, where more rain is much needed. Ploughing of fields for the ensuing winter crop is in progress. Sowings are nearing completion. Scarcity of water prevails in the Khamgaon taluka. The fodder-supply is sufficient. Prices are stationary.

HYDERABAD: Rainfall good. Sowings of the autumn crops are completed and of the irrigated crops are progressing. The general prospects are good throughout. The water-supply is increasing. Prices continue normal.

Central India.—*For week ending 28th August.*—Rain fell throughout Central India during the week, but more rain is still wanted in Bhopal, Bundelkhand, Baghelkhand, and the greater portion of Gwalior. Agricultural operations are in progress in all Agencies. Land is being prepared for winter sowings in Bhopawar. The crops have been damaged for want of rain in four districts of Gwalior and in Bhopal; elsewhere the crops are in good condition. Cattle are in indifferent condition in some districts of Gwalior and in parts of Bhopal, but are in good condition elsewhere. Pasturage is good and sufficient everywhere, except in some districts of Gwalior. Prices of food-grains are rising in three districts of Gwalior, and are high in Bhopal and Goona, but are normal elsewhere.

Rajputana.—*For week ending 28th August.*—No rain during the week, except at Abu and Jhallawar. More rain is needed in Sirohi, Marwar, Meywar, Haraoti, Kerauli, Dholepore, Ulwar, and Tonk. Agricultural operations and the standing crops are generally good, but the crops are suffering for want of rain in Meywar and Ulwar. Prospects, pasturage, and fodder are generally fair. Prices have fallen in two States and are rising in six others, but are steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 27th August.*—Rainfall moderate. The standing crops are very good. Water is ample for irrigation. Prices are slightly above the normal.

JAMMU PROVINCE.—*For week ending 28th August.*—Rainfall moderate. The weather is cloudy. The crops are in good condition. Fodder is sufficient. Prices are normal.

Nepal.—*For week ending 24th August.*—The days are clear, but the nights are wet and the weather is warm. The prospects of the crops are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT
DEPARTMENT OF REVENUE

STATE

IMPORTS OF COTTON, WHEAT

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta compared with the corresponding years.

Articles, and whence exported.	IMPORTS IN JUNE.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras . . . . .	...	...	...	60,994	24,150	13,541	...	...	...	60,994	24,150	13,541
Bombay	19	...	...	559,385	594,921	440,436	...	...	...	559,404	594,921	440,436
Sind . . . . .	...	...	...	...	...	...	10,542	51,253	35,946	10,542	51,253	35,946
Bengal	10,185	8,573	13,152	...	...	...	...	...	...	10,185	8,573	13,152
N.-W. P. & O.	5,091	314	44,023	606	2,568	3,011	...	...	...	5,787	2,882	3,011
Panjab	456	1,417	8,206	158	1,064	12,668	2,110	6,268	15,240	2,724	9,640	12,668
Cent. Provs.	354	301	...	2,289	10,463	8,226	...	...	...	2,043	10,824	8,226
Berar	108	...	1,680	107,640	39,820	26,743	...	...	...	107,838	39,820	26,743
Assam	1,520	1,524	666	...	...	...	...	...	...	1,520	1,524	666
Raj. & C. I.	1,420	9,321	5,539	23,579	84,010	132,046	...	...	...	24,999	93,331	132,046
Nizam's Terr. . . . .	...	...	...	10,328	10,933	10,103	...	...	...	10,328	10,933	10,103
Mysore . . . . .	...	...	...	...	46	...	...	...	...	...	46	...
TOTAL	19,743	21,510	73,266	765,069	768,875	658,776	18,652	57,521	51,186	802,964	847,906	719,962
WHEAT—												
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	51,721	58,429	176,142	...	...	...	51,821	58,429	176,142
Sind . . . . .	...	...	...	...	...	...	518,421	373,226	584,871	518,421	373,226	584,871
Bengal	149,136	28,852	208,968	...	...	...	...	...	...	149,136	28,852	208,968
N.-W. P. & O.	485,283	210,800	442,687	58,090	156,969	506,648	856	...	...	541,929	367,819	506,648
Panjab	45,251	38,601	40,691	84,079	140,883	668,981	854,894	993,709	1,859,906	984,824	1,179,493	668,981
Cent. Provs.	37,212	...	538	979,095	96,075	266,339	...	...	...	1,010,107	96,075	266,339
Berar . . . . .	...	...	...	5,305	421	17,987	...	...	...	5,305	421	17,987
Assam	840	631	...	...	...	...	...	...	...	840	631	...
Raj. & C. I. . . . .	...	...	...	207,614	34,521	176,149	...	...	...	207,614	34,521	176,149
Nizam's Terr. . . . .	...	...	...	...	...	852	...	...	...	...	...	852
Mysore . . . . .	...	...	...	...	2,133	...	...	...	...	...	2,133	...
TOTAL	717,722	278,944	698,904	1,386,564	495,431	1,813,110	1,373,871	1,566,935	2,444,777	3,478,157	2,141,310	4,619,467
LINSEED—												
Madras . . . . .	...	...	...	5,274	2,207	490	...	...	...	5,274	2,207	490
Bombay . . . . .	...	...	...	43,898	156,529	137,838	...	...	...	43,898	156,529	137,838
Sind . . . . .	...	...	...	...	...	...	...	131	...	...	131	...
Bengal	863,853	546,450	503,273	...	...	...	...	...	...	863,853	546,450	503,273
N.-W. P. & O.	496,833	377,052	354,165	27,889	37,763	9,916	...	1,919	...	524,722	417,634	9,916
Panjab . . . . .	...	970	683	...	325	3,750	...	14,647	13,679	...	15,942	3,750
Cent. Provs.	51,699	15,029	29,803	281,817	70,669	40,053	...	...	...	333,516	85,698	40,053
Berar . . . . .	...	...	2,842	72,018	55,710	49,935	...	...	...	72,018	55,710	49,935
Assam	4,800	15,497	3,022	...	...	...	...	...	...	4,800	15,497	3,022
Raj. & C. I.	22,887	22,370	...	216,447	323,947	96,284	...	...	...	239,334	346,317	96,284
Nizam's Terr. . . . .	...	...	...	29,997	32,381	39,762	...	...	...	29,997	32,381	39,762
Mysore . . . . .	...	...	...	...	136	...	...	...	...	...	136	...
TOTAL	1,440,072	978,268	894,188	677,856	679,667	384,037	...	16,697	13,679	2,117,928	1,674,632	1,299,462
INDIGO—												
Madras . . . . .	...	...	...	46	114	161	...	...	...	46	114	161
Bombay . . . . .	...	...	...	19	42	...	...	...	...	19	42	...
Sind . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	8	11	279	...	...	...	37	3,020	894	37	3,020	894
N.-W. P. & O.	2	59	19	...	9	3	...	...	...	2	68	3
Panjab . . . . .	...	...	...	...	...	20	71	291	209	71	291	209
Cent. Provs. . . . .	...	...	8	...	...	...	...	...	...	...	...	...
Berar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . . . .	...	...	...	1	46	44	...	...	...	1	46	44
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	10	70	306	66	211	228	108	3,311	1,103	184	3,592	4,711

Simla, the 30th August 1895.

S.

ay Town and Karachi, during the month of June and from 1st January 1895 to 30th June 1895, of the years 1893 and 1894.

C

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 18TH AUGUST 1894, AND FROM 1ST JULY TO 17TH AUGUST 1895.

N.B.—As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	WEEK ENDING 18TH AUGUST 1894.				WEEK ENDING 17TH AUGUST 1895.				Earnings from 1st July to 18th August 1894.	Earnings from 1st July to 17th August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			
Standard gauge—													
East Indian	556	1,683	7,43,364	442	1,710	7,54,955	441	58,27,792	56,80,001	...	1,47,791	...	
Bengal-Nagpur	109	862	56,161	65	862	56,681	66	4,80,808	4,52,219	...	28,589	...	
Indian Midland (a)	134	752	86,670	115	752	58,419	78	6,18,362	4,55,201	...	1,63,161	...	
Bezwada Extension	198	21	3,251	155	21	2,299	109	22,631	19,597	...	3,034	...	
Metre gauge—													
Rajputana-Malwa (b)	236	1,719	3,74,992	218	1,790	2,66,720	149	25,27,887	22,05,502	...	3,22,385	...	
Palanpur-Deesa	37	17	456	27	17	640	35	3,499	4,741	...	1,242	...	
South Indian	154	1,042	1,48,091	142	1,042	1,66,873	154	10,97,447	11,50,950	...	53,503	...	
Mayavaram-Mutpet	82	54	3,263	60	54	3,488	65	27,637	33,927	...	6,290	...	
Southern Mahratta (c)	90	1,165	1,04,193	89	1,165	1,00,025	91	7,50,093	7,83,512	...	33,419	...	
Bengal and North-Western (d)	121	750	78,426	104	756	71,100	94	6,20,740	5,66,250	...	54,490	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	87	200	9,569	48	200	10,935	55	75,130	73,296	...	1,834	...	
Assam-Bengal . . . . .	...	...	...	...	128	5,788	45	...	37,477	...	37,477	...
TOTAL	232	8,271	16,08,441	194	8,497	14,97,923	176	1,20,58,196	1,14,62,343	...	5,95,853	...	
State lines worked by the State.													
Standard gauge—													
North Western (state) (e)	242	2,511	3,70,515	148	2,511	5,21,044	208	35,03,126	44,10,144	...	8,47,018	...	
Oudh and Rohilkhand (state)	238	797	1,83,759	231	797	1,17,713	148	12,59,024	10,81,699	...	1,77,325	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	382	813	2,55,052	315	813	2,90,410	357	15,24,066	14,41,750	...	82,316	...	
Bengal Central (f)	127	125	15,713	126	125	14,760	118	1,01,142	1,01,580	...	438	...	
East Coast (state)	90	321	24,043	75	397	20,995	68	1,62,270	2,15,577	...	53,307	...	
Metre gauge—													
Burma (state)	131	730	75,188	103	746	96,888	130	7,41,925	6,58,925	...	83,000	...	
Special gauges—													
Jorhat (state provincial)	61	25	2,002	80	25	2,576	103	13,080	13,239	...	159	...	
Cherra-Companiganj (state provincial)	59	8	373	47	8	462	58	2,756	2,123	...	633	...	
TOTAL	235	5,330	9,27,552	174	5,422	10,70,848	198	73,67,389	70,25,037	...	3,42,352	...	
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (g)	341	1,490	3,90,376	262	1,490	3,48,005	234	28,52,736	24,65,130	...	3,87,606	...	
Bombay, Baroda and Central India	530	461	2,38,791	518	461	1,66,000	360	13,34,814	13,57,399	...	22,585	...	
Madras	236	840	1,92,306	229	840	2,10,356	250	14,04,747	14,50,051	...	45,304	...	
TOTAL	340	2,791	8,21,473	294	2,791	7,24,361	260	55,92,297	52,73,180	...	3,19,117	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	251	16,392	33,57,466	205	16,710	32,93,132	197	2,50,17,882	2,46,60,560	...	3,57,322	...	
Standard gauge—													
Delhi-Umballa-Kalka	152	161	20,924	130	161	21,420	133	1,56,576	1,58,416	...	1,840	...	
Tarakeswar	222	22	4,723	215	22	4,166	189	34,368	36,240	...	1,872	...	
Metre gauge—													
Rohilkund and Kumaon (Company's section)	116	67	5,839	87	66	9,289	141	47,097	52,032	...	4,935	...	
Bengal Doonars	148	36	4,596	128	36	4,630	129	28,123	32,350	...	4,227	...	
Dibru-Sadiya	130	78	11,315	145	78	10,445	134	79,311	76,767	...	2,544	...	
Special gauge—													
Darjeeling-Himalayan	248	51	12,299	241	51	12,545	246	80,561	81,248	...	687	...	
TOTAL	157	415	50,696	144	414	62,495	151	4,26,036	4,37,053	...	11,017	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guna . . . . .	...	...	...	...	73	1,000	14	...	6,731	...	6,731	...
The Nizam's guaranteed state	171	333	5,052	174	333	50,938	153	3,99,126	3,40,459	...	58,667	...	
The Gaekwar's Petlad	89	13	1,768	136	13	850	65	7,089	6,792	...	297	...	
Rajpura-Bhatinda	257	108	21,653	200	108	16,274	151	1,43,919	1,63,443	...	19,524	...	
Kolar Gold-fields	241	10	2,691	269	10	3,717	372	20,623	23,091	...	2,468	...	
Metre gauge—													
Southern Mahratta (Mysore section) (h)	87	362	28,745	79	362	37,979	105	2,07,015	2,26,599	...	19,584	...	
The Gaekwar's Mehsana	60	93	5,091	55	93	3,450	37	29,612	28,169	...	1,452	...	
Kolhapur	71	29	1,832	63	29	2,397	83	13,608	12,822	...	786	...	
Special gauge—													
The Gaekwar's Dabhoi	47	72	3,460	48	72	3,010	42	15,969	17,961	...	1,992	...	
Cooch Behar	40	22	622	28	22	670	30	4,334	2,350	...	1,984	...	
TOTAL	126	1,042	1,23,916	119	1,115	1,20,285	108	8,31,295	8,29,417	...	1,878	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	81	334	22,791	68	334	16,034	48	1,35,522	1,24,735	...	10,787	...	
Jetalsar-Rajkot	61	46	2,434	53	46	2,334	51	10,129	17,825	...	7,696	...	
Jodhpur-Bikaner	48	364	20,453	56	364	14,100	39	1,31,943	1,00,060	...	31,883	...	
Oodeypore-Chitor . . . . .	...	...	...	...	61	880	14	...	1,810	...	1,810	...
Special gauge—													
Morvi	56	94	4,968	53	94	4,327	46	29,930	35,935	...	6,005	...	
TOTAL	63	838	50,646	60	899	37,675	42	3,13,224	2,80,965	...	32,259	...	
GRAND TOTAL	234	18,687	35,91,724	192	19,138	35,13,587	184	2,65,88,437	2,62,07,993	...	3,80,444	...	

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the Wardha, Coal, Dhond-Manmad, Khamsa, and Amravati railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(i) Total earnings from 1st to 17th August 1895.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XVIII OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 18TH AUGUST 1894.				WEEK ENDING 17TH AUGUST 1895.				Earnings from 1st April to 18th August 1894.	Earnings from 1st April to 17th August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	599	1,683	7,43,364	442	1,710	7,54,955	441	1,95,78,928	2,03,58,572	7,79,644	...	...
Bengal-Nagpur	152	862	56,161	65	862	56,681	66	23,61,299	24,36,469	75,170	...	...
Indian Midland (a)	144	752	86,670	115	752	58,419	78	22,36,969	17,10,294	...	5,26,675	...	
Benwada Extension	170	21	3,251	155	21	2,299	109	56,705	61,810	5,105	...	...
Metre gauge—													
Rajputana-Malwa (b)	279	1,719	3,74,992	218	1,790	2,66,720	149	1,00,52,932	93,21,406	...	5,31,526	...	
Palanpur-Deesa	44	17	456	27	17	640	38	14,315	16,465	2,150	...	...
South Indian	154	1,042	1,48,091	142	1,042	1,60,873	154	32,22,782	35,35,239	3,12,457	...	...
Máyavaram-Mutpet	75	54	3,263	60	54	3,488	65	(c) 76,188	99,828	23,640	...	...
Southern Mahratta (d)	105	1,105	1,04,198	89	1,105	1,05,025	91	26,91,579	27,35,250	43,680	...	...
Bengal and North-Western (e)	146	756	75,426	104	756	71,100	94	23,57,010	22,13,157	...	1,43,853	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	9,569	48	200	10,935	55	3,25,004	2,99,741	...	25,263	...	
Assam Bengal	...	...	...	...	...	...	...	...	(f) 37,477	37,477	...	...
TOTAL	259	8,271	16,08,441	194	8,497	14,97,923	176	4,29,73,711	4,30,25,717	52,006	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (g)	252	2,511	3,70,515	148	2,511	5,21,044	208	1,18,93,756	1,49,28,998	30,35,242	...	...
Oudh and Rohilkhand (state)	270	797	1,83,759	231	797	1,17,713	148	42,15,064	39,78,821	...	2,36,243	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,55,952	315	813	2,90,410	357	42,76,536	42,39,339	...	37,197	...	
Bengal Central (h)	130	125	15,713	126	125	14,760	118	3,09,296	3,09,336	40	...	...
East Coast (state)	99	331	24,043	75	397	26,995	68	5,70,497	7,47,980	1,71,483	...	...
Metre gauge—													
Burma (state)	164	730	75,188	103	746	96,888	120	23,08,102	23,73,714	65,612	...	...
Special gauges—													
Jorhat (state provincial)	55	25	2,009	80	25	2,576	103	29,713	34,577	4,864	...	...
Cherra-Companyganj (state provincial)	64	8	373	47	8	462	58	9,294	6,612	...	2,682	...	
TOTAL	243	5,330	9,27,552	174	5,422	10,70,848	198	2,36,18,258	2,66,19,377	30,01,119	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	442	1,490	3,90,376	262	1,490	3,48,005	234	1,36,77,004	1,18,38,460	...	18,38,535	...	
Bombay, Baroda and Central India	678	461	2,38,791	518	461	1,66,000	300	66,78,103	75,58,217	8,80,114	...	...
Madras	243	840	1,92,306	229	840	2,10,356	250	40,50,055	41,47,399	2,97,344	...	...
TOTAL	421	2,791	8,21,473	294	2,791	7,24,361	260	2,44,05,162	2,37,44,085	...	6,61,077	...	
TOTAL (GUARANTEED AND STATE) .	281	16,392	33,57,466	205	16,710	32,93,132	197	9,09,97,131	9,33,89,179	23,92,048	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	165	161	20,924	130	161	21,420	133	5,33,341	5,59,675	26,334	...	...
Tarkessur	269	22	4,723	215	22	4,166	189	1,27,342	1,25,157	...	2,185	...	
Metre gauge—													
Rohilkund and Kumaon (Company's section)	121	67	5,839	87	66	9,289	141	1,92,318	1,80,445	...	1,873	...	
Bengal Doonars	161	36	4,599	128	36	4,630	129	65,100	81,080	16,880	...	...
Dibru-Sadiya	136	78	11,315	145	78	10,445	134	2,09,578	2,18,122	8,544	...	...
Special gauge—													
Darjeeling-Himalayan	249	51	12,299	241	51	12,545	246	2,55,622	3,16,603	60,981	...	...
TOTAL	164	415	59,696	144	414	62,425	151	13,73,304	14,81,082	1,08,681	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guna	...	...	...	...	73	1,000	14	...	(j) 12,014	12,014	...	...
The Nizam's guaranteed state	187	333	58,052	174	333	50,938	153	12,66,327	11,96,652	...	69,675	...	
The Gaekwar's Petlad	105	13	1,768	136	13	850	65	29,411	31,090	1,679	...	...
Rajpura-Bhatinda	271	108	21,653	200	108	16,274	151	4,68,276	4,83,471	15,195	...	...
Kolar Gold-fields	260	10	2,691	269	10	3,717	372	(k) 33,842	59,716	25,874	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (l)	89	362	28,745	79	362	37,979	105	6,43,763	6,70,596	26,833	...	...
The Gaekwar's Mehsana	74	93	5,093	55	93	3,450	37	1,45,654	1,31,388	...	14,266	...	
Kolhapur	81	29	1,832	63	29	2,397	83	52,806	48,354	...	4,452	...	
Special gauges—													
The Gaekwar's Dabhoi	59	72	3,400	48	72	3,010	42	95,070	1,09,750	14,180	...	...
Cooch Behar	45	22	622	28	22	670	30	15,135	14,128	...	1,007	...	
TOTAL	136	1,042	1,23,916	119	1,115	1,20,285	108	27,50,284	27,56,659	6,375	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Portbandar	103	334	22,791	68	334	16,034	48	7,17,751	8,41,959	1,24,208	...	...
Jetalpur-Rajkot	68	46	2,434	53	46	2,334	51	59,366	71,141	11,778	...	...
Jodhpur-Bikaner	58	364	20,453	56	364	14,100	39	4,86,908	3,90,392	...	90,516	...	
Odeypore-Chitor	...	...	...	...	61	880	14	...	(m) 1,810	1,810	...	...
Special gauge—													
Morvi	65	94	4,968	53	94	4,327	46	1,27,671	1,58,625	30,954	...	...
TOTAL	78	838	50,646	60	899	37,675	42	13,91,696	14,69,930	78,234	...	...
GRAND TOTAL	261	18,687	35,91,724	192	19,138	35,13,587	184	9,65,17,412	9,90,97,750	25,85,338	...	...

(a) Bhopal-Itarsi railway.

(b) Oodhura-Rutlam railway.

(c) from 2nd April to 18th August 1894.

(d) Guntakal-Mysore frontier section.

(e) Tirhoot state railway. Although for convenience amongst state railways, the company's section of property of the Bengal and North-Western railway.

(f) 1st July to 17th August 1895.

(g) and Kashmir and the Hyderabad-Shadipalli

(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(i) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amraoti railways.

(j) Total earnings from 1st May to 17th August 1895.

(k) Total earnings from 1st July to 18th August 1894.

(l) Includes the Mysore-Nanjangud and the Yessantpur-Mysore frontier sections.

(m) Total earnings from 1st to 17th August 1895.

F. B. HEBBERT,
Under Secretary.

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OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Sycce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1894.	1895.	1894.	1895.	1894.	1895.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Lower Burma—						
Mergui	15 0 0	15 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Tavoy	12 0 0	12 0 0	15 0 0	15 0 0	35 0 0	35 0 0
Moulmein and Amherst	22 8 0	15 0 0	12 0 0	12-0 to 15-0	12 0 0	15-0 to 30-0
Central Burma—						
Pegu (Deltaic)—						
Pegu	12 5 0	12 8 0	10 0 0	10 0 0	15 0 0	15 0 0
Rangoon	15 0 0	15 0 0	12 0 0	12 0 0	25-0 to 30-0	25-0 to 30-0
Thongwa	12 0 0	12 0 0	12 0 0	15 0 0	30 0 0	20 0 0
Bassein	15 0 0	15 0 0	14 0 0	14 0 0	25 0 0	25 0 0
Upper Burma—						
Shwegyin	12 0 0	20 0 0	12 0 0	15 0 0	30 0 0	30 0 0
Tharawaddy	15-0 to 20-0	15-0 to 20-0	12-0 to 15-0	12-0 to 15-0	30-0 to 45-0	30-0 to 45-0
Henzada	15 0 0	15 0 0	12 0 0	12 0 0	22 0 0	22 0 0
Prome	10 0 0	10 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Toungoo	14 0 0	14 0 0	14 0 0	14 0 0	30 0 0	30 0 0
Thayetmyo	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Other Burma—						
Mandalay	12 0 0	10 0 0	15 0 0	15 0 0	20-0 to 25-0	30 0 0
Bhamo	15 0 0	15 0 0	20 0 0	20 0 0	30-0 „ 45-0	30-0 to 45-0
Pakokku	15 0 0	13 0 0	15 0 0	14 0 0	22 0 0	15 0 0
Meiktila	10 0 0	12 0 0	18 0 0	15 0 0	22-0 to 30-0	20 0 0
Other—						
Sandoway	15 0 0	15 0 0	11 0 0	11 0 0	30 0 0	30 0 0
Kyaukpadaung	8-0 to 9-0	8-0 to 9-0	10 0 0	10 0 0	30 0 0	30 0 0
Akyab	15-0 „ 20-0	15-0 „ 20-0	10-0 to 12-0	10-0 to 12-0	15-0 to 20-0	15-0 to 20-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE, 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1894.	1895.	1894.	1895.	1894.	1895.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Assam—						
<i>Surma—</i>						
Sylhet	7 0 0	7 0 0	7-0 to 8-0	7-0 to 8-0	13-0 to 30-0	13-0 to 30-0
Cachar	6-0 to 7-0	6-0 to 7-0	7-0 " 8-0	7-0 " 8-0	15-0 " 20-0	15-0 " 20-0
Khasi and Jaintia Hills	7-0 " 15-0	8-0 " 15-0	7-0 " 12-0	9-0 " 15-0	10-0 " 50-0	10-0 " 50-0
Garó Hills	6-0 " 8-0	6-0 " 8-0	10-0 " 12-0	10-0 " 12-0	20-0 " 40-0	20-0 " 40-0
<i>Brahmaputra—</i>						
Goalpara	7-0 to 9-0	7-0 to 9-0	8-0 to 10-0	8-0 to 10-0	15-0 to 40-0	15-0 to 40-0
Kamrup	9-0 " 12-0	10-0 " 12-0	8-0 " 12-0	9-0 " 12-0	20-0 " 50-0	20-0 " 50-0
Darrang	5-0 " 10-0	10-0 " 12-0	8-0 " 10-0	10-0 " 0	6-0 " 30-0	15-0 " 30-0
Nowgong	7-0 " 9-0	8-0 " 9-0	8-0 " 10-0	8-0 to 10-0	10-0 " 30-0	10-0 " 30-0
Sibsagar	8-0 " 10-0	10-0 " 0	8-0 " 10-0	9-0 " 12-0	15-0 " 35-0	18-0 " 30-0
Lakhimpur	8-0 " 10-0	8-0 to 11-0	10-0 " 15-0	10-0 " 14-0	12-0 " 60-0	12-0 " 60-0
Bengal—						
<i>Eastern hill tracts—</i>						
Hill Tippera						
Naga Hills	15-0 to 22-8	15-0 to 22-8	15-0 to 18-0	15-0 to 18-0	23-0 to 45-0	30-0 to 50-0
<i>Eastern—</i>						
Backergunge	6 0 0	7 0 0	7 0 0	7 0 0	13-8 to 15-0	7-8 to 15-0
Noakhali	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	10-0 " 15-0	10-0 " 15-0
Chittagong	11 0 0	7-0 " 12-0	8 0 0	6-0 " 9-0	6-0 " 20-0	7-0 " 18-0
Tippera	7-0 to 10-0	7-0 " 10-0	6-0 to 10-0	6-0 " 10-0	6-0 " 20-0	6-0 " 20-0
Dacca	5-0 " 7-0	5-0 " 7-0	5-0 " 7-0	5-0 " 7-0	7-0 " 15-0	7-0 " 15-0
Mymensingh	7 8 0	7 8 0	8 0 0	8 0 0	10-0 " 15-0	10-0 " 15-0
<i>Deltaic—</i>						
Khulna	7-8 to 9-6	7-8 to 9-6	7-0 to 9-0	7-0 to 9-0	10-0 to 30-0	10-0 to 30-0
24 Parganas	9-0 " 10-0	9-0 " 10-0	6-0 " 7-0	6-0 " 7-0	15-0 " 20-0	15-0 " 20-0
Midnapore	6 0 0	6 0 0	6 0 0	6 0 0	7-8 " 12-0	7-8 " 12-0
Howra	9 0 0	7-0 to 8-0	8 0 0	7 0 0	12-0 " 20-0	12-0 " 20-0
Calcutta . . . . .	...	...	8 0 0	8 0 0	15-0 " 16-0	16-0 " 17-0
Hoochly	9 6 0	8 0 0	6-0 to 7-0	7 0 0	8-0 " 30-0	12-0 " 15-0
Nadia (Krishnagar)	7 8 0	7 8 0	7 0 0	6 0 0	7-8 " 15-0	7-8 " 15-0
Jessore	7 8 0	7 8 0	6 0 0	6 0 0	10-0 " 20-0	10-0 " 20-0
Faridpur	5-0 to 8-0	5-0 to 8-0	6-0 to 8-0	6-0 to 8-0	8-0 " 16-0	8-0 " 16-0
<i>Central—</i>						
Bankura	5-0 to 6-8	5-0 to 6-8	4-0 to 6-0	4-0 to 6-0	10-0 to 15-0	10-0 to 15-0
Burdwan	9 6 0	7 8 0†	6 0 0	6 0 0	12-3 " 16-14	12-0 " 15-0
Birbhum	6-0 to 7-8	6-0 to 7-8	4-0 to 6-0	4-0 to 6-0	7-8 " 12-0	7-8 " 12-0
Murshidabad	3 12 0	5 0 0	4-0 " 5-0	5-0 " 6-0	10-0 " 12-0	10-0 " 12-0
Sonthal Parganas	4-0 to 5-0	4-11 to 5-0	5-0 " 6-0	5-0 " 6-0	6-0 " 15-0	7-8 " 13-0
Pabna	5-0 " 7-0	5-0 " 7-0	6-0 " 8-0	6-0 " 8-0	7-0 " 20-0	7-0 " 20-0
Bogra	7 8 0	7 8 0	5-0 " 7-0	5-0 " 7-0	10-0 " 20-0	10-0 " 20-0
Rajshahi	5-0 to 7-0	5-0 to 7-0	5-0 " 6-0	5-0 " 6-0	10-0 " 16-0	10-0 " 16-0
Malda	7 0 0	7 0 0	5 0 0	5 0 0	8-0 " 15-0	8-0 " 15-0
<i>Northern—</i>						
Rangpur	7 0 0	7 8 0	6-0 to 8-0	6-0 to 8-0	15-0 to 30-0	10-0 to 20-0
Dinajpur	7 8 0	7 8 0	6-0 " 8-0	6-0 " 8-0	10-0 " 20-0	10-0 " 20-0
Jalpaiguri	7 8 0	7 8 0	8 0 0	8 0 0	12-0 " 20-0	12-0 " 20-0
Darjeeling	7 0 0	7-0 to 15-0	8-0 to 9-0	7-0 to 9-0	12-0 " 30-0	10-0 " 30-0
<i>Orissa—</i>						
Puri	4 0 0	4 0 0	5 0 0	5 0 0	7-8 to 10-0	7-8 to 10-0
Cuttack	5 10 0	5 10 0	5 0 0	5 0 0	7-8 " 11-4	7-8 " 11-4
Balasore	4-0 to 5-0	4-0 to 5-0	4-0 to 6-0	4-0 to 6-0	8-0 " 12-0	8-0 " 12-0
<i>Chota Nagpur—</i>						
Singbhum	4 0 0	5 0 0	7 0 0	6 0 0	15 0 0	12 0 0
Manbhum	4-10 to 5-10	4-11 to 5-10	5-0 to 6-0	5-0 to 6-0	11-4 to 22-8	11-4 to 22-8
Lohardaga	3 12 0	3 12 0	4-0 " 6-0	4-0 " 6-0	5-10 " 11-4	5-10 " 11-4
Palamanu	5 14 3	5 14 3	3-8 " 5-0	3-0 " 5-0	7 8 0	7-8 " 0
Hazaribagh	5 0 0	5-0 to 6-0	6 0 0	4-0 " 6-0	7 8 0	7-8 " 0
<i>Bihar, South—</i>						
Monghyr	3-12 to 4-11	3-12 to 5-10	3 12 0	3-0 to 4-0	5-10 to 7-8	5-10 to 7-8
Gaya	3-8 " 5-10	3-8 " 5-0	4-0 to 5-0	4-0 " 5-0	5-10 " 14-0	5-10 " 14-0
Patna	4-0 " 5-0	4-0 " 5-0	4-8 " 5-0	4-8 " 5-0	7-0 " 8-0	7-0 " 8-0
Shahabad	4-4 " 5-0	4-0 " 5-0	4-0 " 6-4	4-4 " 6-4	3-4 " 10-4	3-8 " 0
<i>Bihar, North—</i>						
Patna	3-12 to 5-10	4-11 to 5-10	4-0 to 6-0	4-0 to 6-0	8-0 to 15-0	8-0 to 15-0
Bhagalpur	5 0 0	3 12 0	5 0 0	4 8 0	9-0 " 11-0	7 0 0
Darbhanga	3 12 0	3 12 0	3-0 to 4-0	3-0 to 4-0	6-0 " 7-8	6-0 to 7-8
Muzaffarpur	3-12 to 5-10	3-12 to 5-10	3-0 " 4-0	3-0 " 4-0	5-10 " 9-6	5-10 " 9-6
Saran	3-12 " 5-10	3-12 " 5-10	4-0 " 7-0	4-0 " 8-0	6-0 " 10-0	6-0 " 10-0
Champaran	4 0 0	4 0 0	4 0 0	4 0 0	6-0 " 8-0	6-0 " 8-0

* Not stated.

† Besides food.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1895, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1894.	1895.	1894.	1895.	1894.	1895.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
W. Provinces—						
<i>Eastern—</i>						
Mirzapur	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Benares	4 0 0	4 0 0	4 8 0	4 8 0	8 11 0	8 11 0
Ghazipur	3 0 0	3 0 0	5 0 0	4 0 0	7 8 0	7 8 0
Jaunpur	3 8 0	3 8 0	5 0 0	5 0 0	7 8 0	7 8 0
Allahabad	4 8 0	4 8 0	5 0 0	5 0 0	12 8 0	12 8 0
<i>Central—</i>						
Banda	2-0 and 3-0	2-0 and 3-0	4-0 and 4-8	4-0 to 5-0	7-8 and 9-0	8-0 and 10-0
Fatehpur	2 8 0	2 8 0	3-8 to 4-0	3-8 „ 4-0	5-10 to 7-8	5-10 to 7-8
Hamirpur	3 0 0	3 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Jalaun	3-0 to 4-0	3-0 to 4-0	4-0 to 6-0	4-0 to 6-0	8 0 0	8 0 0
Cawnpore	3 12 0	3 12 0	5-0 and 6-0	5-0 and 6-0	7-8 and 9-6	7-8 and 9-6
Etawah	4 4 0	4 4 0	5 0 0	5 0 0	9 8 0	9 8 0
Farrukhabad	5 0 0	5 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Mainpuri	4-0 and 5-0	4-0 and 5-0	4-0 to 6-0	4-0 to 6-0	8-0 to 12-0	8-0 to 12-0
Kanpur	5 0 0	5 0 0	4-8 and 5-0	4-8 and 5-0	9-0 „ 12-0	9-0 „ 12-0
<i>Western—</i>						
Jhansi	3-0 and 3-8	3-0 and 3-8	5-0 and 6-0	5-0 and 6-0	10-0 and 12-0	10-0 and 12-0
Agra	4-0 „ 5-0	4-0 „ 5-0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 12-0	10-0 „ 12-0
Muttra	4 11 0	5 10 0	5 0 0	5 0 0	9 4 0	9 4 0
Aligarh	3 12 0	3 12 0	4-0 and 5-0	4-0 and 5-0	10 0 0	10-0 and 15-0
Bulandshahr	4 0 0	4-0 and 5-0	5 0 0	4-0 „ 4-11	8-0 and 10-0	8-0 „ 10-0
<i>Uttaranchal—</i>						
Ballia	3 12 0	3 12 0	4 0 0	4 0 0	7-8 and 8-0	7-8 and 8-0
Azamgarh	3 12 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Gorakhpur	3 12 0	3 12 0	4-0 and 5-0	4-0 and 5-0	7-8 and 9-12	7-8 and 9-12
Basti	3 12 0	3 12 0	4-0 „ 5-0	4-0 „ 5-0	8-0 to 12-0	8-0 to 12-0
Shahjahanpur	2-0 and 3-0	2-0 and 3-0	3-8 to 6-0	3-8 to 6-0	7-0 „ 10-0	7-0 „ 10-0
Budaun	3 0 0	3 0 0	4 0 0	4 0 0	7 8 0	7 8 0
Pilibhit	4 0 0	4 0 0	4 8 0	4 8 0	10 0 0	10 0 0
Bareilly	5 0 0	5 0 0	5 0 0	5 0 0	7 8 0	7-8 and 9-6
Moradabad	4 0 0	5 0 0	5 4 0	5 4 0	10 0 0	10 0 0
Naini Tal	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Almora	4-0 to 8-0	4-0 to 8-0	5-0 and 6-0	5-0 and 6-0	10-0 to 12-0	10-0 to 12-0
Bijnor	4 0 0	4 0 0	5 0 0	5 0 0	7 8 0	7 8 0
Muzaffarnagar	5 0 0	5 0 0	4-0 and 5-0	4-0 and 5-0	12-0 and 14-0	12-0 and 14-0
Meerut	4-0 and 5-0	5-0 and 6-0	5-0 „ 6-0	5-0 „ 6-0	12-0 „ 15-0	12-0 „ 15-0
Saharanpur	5-0 „ 6-0	5-0 „ 6-0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 12-0	10-0 „ 12-0
Dehra Dun	6-0 „ 7-0	6-0 to 7-0	5-0 to 6-0	5-0 to 7-0	12-0 to 15-0	12-0 to 16-0
Garhwal	5 10 0	5 10 0	5-0 „ 6-0	5-0 „ 6-0	10-0 „ 15-0	10-0 „ 15-0
<i>Uttar Pradesh—</i>						
Partabgarh	3 0 0	3 0 0	3 8 0	3 8 0	6 0 0	6 0 0
Sultanpur	3 12 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Rae-Bareilly	4 0 0	4 0 0	4 8 0	4 8 0	8 0 0	8 0 0
Unao	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Lucknow	4 0 0	4 0 0	4 8 0	4 8 0	11-4 and 15-0	11-4 to 15-0
Hardoi	4 0 0	3 0 0	4 0 0	4 0 0	8 0 0	8 0 0
<i>Northern—</i>						
Fyzabad	2 13 0	2 13 0	4 0 0	4 0 0	7-8 and 9-6	7-8 and 9-6
Barabanki	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Gonda	3 0 0	3 0 0	3 8 0	3 8 0	8 0 0	8 0 0
Bahraich	3 0 0	3 0 0	4-0 and 5-0	4-0 and 5-0	10 0 0	10 0 0
Sitapur	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Kheri	3 12 0	4 0 0	4 8 0	4 8 0	8-0 and 8-8	8-0 and 8-8
<i>Uttarakhand—</i>						
Parbhani	7 8 0	7 8 0	5 10 0	5 10 0	15-0 to 16-13	15-0 to 18-12
Banswara	5 0 0	5 0 0	5 0 0	5 0 0	11-4 „ 18-12	11-4 „ 18-12
Mewar (Oodeypore)	4-0 to 6-0	4-0 to 6-0	5-8 to 7-0	5-8 to 7-0	25-0 „ 35-0	25-0 „ 35-0
Sirohee	5 8 0	5-0 and 6-0	4 8 0	5 0 0	10 0 0	10 0 0
Erinpore	0 0 0	6 0 0	6 0 0	6 0 0	12 0 0	12 0 0
Almere	5-0 to 8-0	4-0 to 7-8	5-0 to 8-0	5-0 to 8-0	7-8 to 15-0	10-0 to 15-0
Ahu	7 0 0	7 0 0	6 5 0	6 5 0	18 12 0	18 12 0
Kishengarh	4-0 to 5-0	4-0 to 5-0	5-0 to 7-0	5-0 to 7-0	4-0 to 15-12	4-8 to 15-12
Boondee	5 10 0	5 10 0	5 10 0	5 10 0	7-8 „ 15-0	7-8 „ 15-0
Kota	4 0 0	4 0 0	4 0 0	4 0 0	7-8 „ 8-0	7-8 „ 8-0
Chhawalwar	4-0 to 5-0	4-0 to 5-0	4-0 to 7-0	4-0 to 7-0	5-0 „ 30-0	5-0 „ 30-0
Teek	5 10 0	5 10 0	5 10 0	5 10 0	7-8 „ 15-0	7-8 „ 15-0
Jaspore	2-0 to 3-0	2-0 to 3-0	3-8 to 6-0	3-8 to 6-0	7-8 „ 10-5	7-8 „ 10-5
Kerowlee	4 0 0	2 8 0	...	...	6-0 „ 8-0	6-0 „ 8-0
Dholpur	1-12 to 4-11	1-14 to 4-11	...	...	5-10 „ 20-0	5-10 „ 20-0